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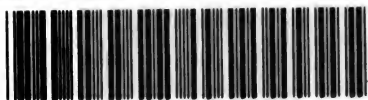
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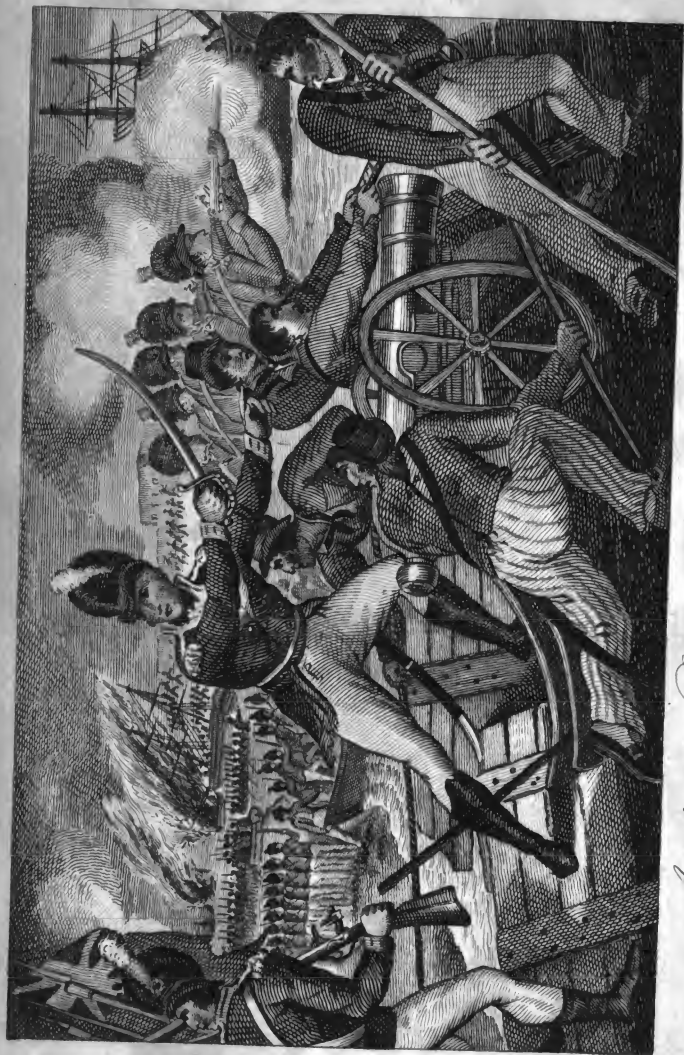
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H. H. Hazel.



Attack upon Buenos Ayres, by Gen. Beresford.

THE
BRITISH TRIDENT;

OR,

Register of Naval Actions;

INCLUDING

Authentic Accounts of all the most

REMARKABLE ENGAGEMENTS AT SEA,

IN WHICH

The British Flag

HAS BEEN EMINENTLY DISTINGUISHED;

From the Period of the memorable Defeat of the

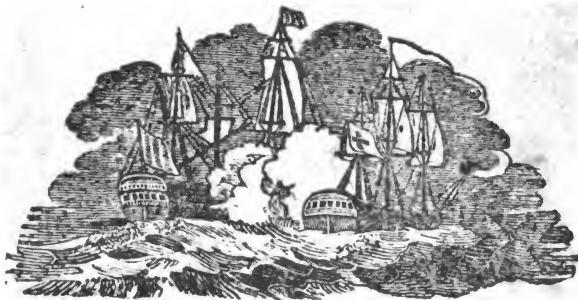
SPANISH ARMADA,

TO THE PRESENT TIME,

CHRONOLOGICALLY ARRANGED.

By **ARCHIBALD DUNCAN, Esq.**

LATE OF THE ROYAL NAVY.



VOL. VI.

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THE TRIDENT.

NAVAL TRANSACTIONS,

IN THE YEAR, 1806.

Introductory Remarks—Description of Buenos Ayres—Loss of that Settlement—Capture of Maldonado—East Indies—Loss of the Warren Hastings—Atrocious conduct of Lieutenant Moreau—Other occurrences in the Indian Seas—West Indies—Capture of the Pomona—Boats of the Alexandria—Hurricane at Dominica—Mediterranean—Boats of the Malpomeno—Minor actions.

THE preceding volume closed with an account of the important capture of Buenos Ayres, by Sir Home Popham and General Beresford, on the second of July, 1806. No sooner was the agreeable intelligence of this event fully understood in England, than a number of ships were freighted for South America, the seat of our new conquest. It was the opinion of the best informed men, that nothing more would be requisite to insure the most extensive benefits from the acquisition which had been made, than to facilitate an intercourse between this country and South America. The Spanish government

was so impolitic in its regulations, that the industry of the people had been totally discouraged, and one of the finest regions in the world deprived of its natural advantages. The removal of those restraints, and the protection of a just administration, would, it was thought, at once secure the prosperity of the governed, and command their gratitude. Wise and conciliatory measures, to gain the esteem and confidence of the people, would render them faithful subjects; and, in proportion as they might flourish under British protection, they would become unwilling to return to their former yoke. I was also believed, that the principles on which our commercial intercourse with the South American Colonies was to be carried on, would speedily be settled, and no doubt was entertained, that they would be favourable to the true interests of this country, at the same time that they would be calculated for the wants and interests of the conquered.

The importance, however, of Sir Home Popham's capture, will be better appreciated from the following brief account of the province of La Plata, extracted from the excellent "*Account of the European Settlements in America*," published some years ago:—

"The country of Paraguay, or La Plata, shuts up the eastern side of a considerable part of Chili and Peru; whence extending over a tract of country above a thousand miles broad, it bounds Brazil upon the west, and upon the south butts upon the Atlantic Ocean; being 1500 miles at least, in length, from the mouth of the great river Plata to its northern boundary, the country of the Amazons. This vast territory is far from being wholly subdued, or planted by the Spaniards: there are many parts in a great degree unknown to them, or to

any other people of Europe. In general, this great country is fertile: the pastures particularly are so rich, that they are covered with innumerable herds of black cattle, horses, and mules, in which hardly any body thinks it worth his while to claim a property.

“ This country, besides an infinite number of smaller rivers, is watered by three principal ones, which unite near the sea, to form the famous Rio de la Plata. The first is Paraguay, from whence the country is denominated: this forms the main channel; it has its origin from a great lake in the centre of South America, called the lake of Ferajes, and runs in a course nearly north and south. Parana, which rises amongst the mountains on the frontiers of Brazil and Paraguay.

“ The principal province which concerns us in this vast tract, is that which is called Rio de la Plata. This province, with all the adjacent parts, is one continued level, interrupted by not the least hill for several hundred miles, every way; extremely fertile in most things, but, contrary to the general nature of America, destitute of woods: this want they endeavour to supply, by plantations of every kind of fruit trees; all which thrive here to admiration. The air is remarkably sweet and serene, and the water of the great rivers are equally fine and wholesome: they annually overflow their banks, and, on their recess, leave them enriched with a slime, which produces the greatest plenty of whatever is committed to it.

“ The principal town is Buenos Ayres, on the south side of the river; it was so called, upon account of the excellence of the air. This town is the only place of traffic to the southward of Brazil; yet its trade, considering the rich and extensive country to which it is the

avenue, is very inconsiderable. No regular fleet comes here, as to the other parts of Spanish America ; two, or at most three, register ships, make the whole of their regular intercourse with Europe. Their returns are very valuable, consisting chiefly of gold, silver, sugar, and hides. I cannot learn that they have opened any considerable mines in this province ; but it is probable there are rich ones in the provinces which lie to the eastward of the Andes : besides, it is certain that a good deal of gold is returned from Chili, for the mules, cattle, and tea, which are sent thither ; and that silver from the province of Los Charcas, in Peru, is sent upon the same account, for the most part by land carriage. There is, besides, a tolerable water carriage ; for a large river, called Pilcomago, rises not far from the mines of Potosi, which winding amongst the openings of the Cordilliras, discharges itself at last into the Paraguay ; and this river is navigable to the very source, allowing for the interruption of some falls, which is the case of the river Plata itself. By this way it is, I judge, that a great quantity of silver comes to Buenos Ayres. Indeed it is in great plenty in that province ; and those who have now and then carried on a contraband trade to this country, have found it far more advantageous than any other whatsoever. The benefit of this contraband is now wholly in the hands of the Portuguese, who keep magazines for that purpose in the adjacent parts of Brazil."

Sir Home Popham, as soon as he had found himself in complete possession of Buenos Ayres, wrote back to the Cape of Good Hope, in the most urgent terms, for a naval reinforcement ; which, had it been sent in time, would, there is scarcely a doubt, not only have prevented the recapture of the settlement, but have put Monte

Video also completely in our power. Owing to the non-arrival of reinforcements, however, Buenos Ayres was unfortunately wrested from us, on the 12th of August following, even before the intelligence of its capture had reached England.

Pueridon, one of the municipality of Buenos Ayres, as we learn from the official dispatches of Sir Home Popham, was the greatest organ of the revolution, which restored the colony to the possession of the Spaniards. From the first, he applied himself with great art and address in preparing the people for a general insurrection. The arms in the town were secreted, ready for the moment of action, the discontented assembled every night, and attended to his instructions, and he raised all the rabble of the country by the ample supplies of money with which he was furnished on the north side of the river. Colonel Liniers, a French officer in the Spanish service, and on his parole, successfully employed himself in collecting people at Colonia. Terror was established, and every person who refused to contribute his assistance to this conspiracy was threatened with immediate death. So rapid was the progress of the revolution, when it first shewed itself, that it was not till the 31st of July that Sir Home Popham learnt, by a dispatch from the General, which reached him at Ensenada, on his return from Monte Video, that he was apprehensive, from the information he received, an insurrection would shortly be made. Sir Home Popham heard at the same time, from Captain Thomson, that seventeen of the enemy's vessels had just arrived at Colonia; and it was reported that force was still to be increased from Monte Video, he sent orders for the Diomedé to be brought to Ensenada, and for Captain King

of the Diadem to come up with the few remaining marines, the two companies of blues, and as many other men as could in any degree be spared from the ships, for the purpose of arming some vessels to attack the enemy at Colonia, as it was impossible to prevent his crossing from the north shore whenever the wind was fair. On the first of August, in the afternoon, the *Leda* anchored off Buenos Ayres, about twelve miles distant, and on Sir Home Popham's landing on the 2nd, which he did as soon as the weather would admit of a boat getting on shore, he found that General Beresford had just made a very successful attack on about fifteen hundred Spaniards under Pueridon, five leagues from the town, with five hundred men, in which he took all the enemy's cannon and several prisoners. On the 3d Sir Home Popham attempted to return to the *Leda*, in the *Encounter*, which Captain Honyman brought within a few miles of the shore for that purpose, as it blew very strong; but the wind freshened so considerably from the eastward, that he could not get to windward. On the 4th, in the morning, it was very thick weather, and the gale increased so much that it was impossible to weigh. About noon Captain King arrived in a galivat, with one hundred and fifty men from the *Diadem*, for the purpose of arming and commanding the few small vessels which had been collected in the harbour; but he was not able to get there till the following day. On the 5th, in the morning, it moderated, and Sir Home Popham reached the *Leda*, when he received a report from Captain Thomson, that in the gale of the preceding day the enemy had crossed from Colonia totally unobserved by any of our ships, except the schooner under the command of Lieut. Herrisk, who was lying in the narrow gut

leading to Conchas and St. Isidro, but the easterly wind had thrown so much water in the river, that the enemy were enabled to cross over any part of the Patmas bank without the necessity of making a greater detour by going higher up the river. On the 6th and 7th it blew a hurricane; the *Leda* was lying in four fathoms, with two anchors down, and her yards and topmasts struck. On the 8th Sir Home Popham heard from Captain King that five of our gun-boats had foundered at their anchors; that the *Walker* had lost her rudder, and that the launches and large cutters of the *Diadem* and *Leda* were lost. The torrents of rain which fell during the 6th, 7th, and 8th, had rendered the roads totally impracticable for any thing but cavalry, and consequently General Beresford was most seriously disappointed in his determination to attack the enemy at a distance from the town; in which, had it taken place, no doubt was entertained that his army would have added another trait of its invincible spirit under his dispositions.—The enemy, however, by his inexhaustible supply of horses, suffered little inconvenience from the state of the roads, and he was therefore enabled to approach the town by several directions, without giving the British army any opportunity to attack him. On the 10th, in the evening, the castle was summoned, and on the following day Sir Home Popham landed, while our remaining vessels were firing on the Spanish posts, and he learnt that, exclusive of the Spanish army, which was divided into many columns, occupying the various avenues of the town, the inhabitants were all armed, and sheltered on the tops of the houses and churches, with a design of carrying on a war of ambush. Under these circumstances, and the manifest disposition of the enemy to

prevent an engagement, it was determined to embark the wounded that night, and cross the Rio Chello, for the purpose of moving towards Ensenada; but this measure was in a great degree frustrated by the weather, which became very violent during the night, and consequently retarded the progress of embarkation, though the enemy added a considerable number of men to the houses and churches near the castle, and advanced by all the streets not under the influence of its fire; in short, his object was to avoid by every means a general action, and to place his men in such a situation that they could fire at our troops while they remained in perfect security themselves. On the 12th, at day-light, a smart fire began from the enemy's advanced posts, but was soon returned with great effect from our artillery, which was planted towards the principal streets leading to the Great Square, and for a short time the enemy by his immense numbers shewed a greater degree of firmness than on any other occasion, and pushed forward with three pieces of artillery, which Col. Pack, of the 71st, soon charged and took from him. During this time, however, reinforcements crowded the tops of all the houses commanding the Great Square from the back streets, and our troops were soon considerably annoyed by people they could not get at. The enemy commanded the castle in the same way, with the additional advantage of a gun on the top of one of the churches, which was justly considered as an indelible stigma against the character of the bishop, not only from his situation, but from the professions which he had made. Disappointed in his last efforts to induce the enemy to a general engagement in the Great Square, General Beresford's gallant little army was falling fast by shots from

invisible persons, and the only alternative which could present itself to save the useless effusion of so much valuable blood was a flag of truce, which was hoisted at the castle about one o'clock. In an instant there was near 10,000 men in the Gréat Square, pressing forward in the most outrageous manner to get into the fort, and even firing at our men on the ramparts, so much so that it was with extreme difficulty the British troops were prevented revenging this insult; indeed the General was obliged to tell the Spanish Officers, if their men did not retire in the course of one minute, he must, as the only measure of safety, haul down the flag of truce, and recommence hostilities, this firmness had the desired effect, and he then sent the following conditions to the Spanish General, and they were instantly acceded to:—

“(COPY.) *Fort Buenos Ayres, Aug. 12, 1806.*

“The British General having no further object for remaining in Buenos Ayres, and to avoid an unnecessary effusion of blood, as also the destruction of the property of the inhabitants of this city, consents to deliver up the fort of Buenos Ayres to the Commander of his Catholic Majesty's forces, on the following conditions:—

“1st, The British troops to march out with all the honours of war; to be considered as prisoners of war, but to be embarked as soon as possible on board the British transports now in the river, to be conveyed to England, or the station whence they came from.

“2d, The British on their entrance into this place made many Spanish prisoners of war, which remained on their parole, and as the number of officers is much greater on one side and of men on the other; it is agreed that the whole shall be exchanged for the whole, the

English transports returning to the place of their destination as cartels, and to be guaranteed as such by the Spanish Government from capture on the voyage.

" 3d, Provisions, &c. will be furnished for the passage of the English troops, according to the usual custom in like cases.

" 4th, Such wounded of the British troops as cannot be removed on board of ships shall remain in the hospitals at Buenos Ayres, either under charge of Spanish or British surgeons, at the option of the British General, and shall be furnished with every thing necessary, and on their recovery sent to Great Britain.

" 5th, The property of all English subjects in Buenos Ayres to be respected.

" (Signed) W. C. BERESFORD.

" SANTIAGO CONSIDIDO LINIERS."

" Return of the killed, wounded, and missing of the troops under the command of Major-General Beresford, from the 10th to the 12th of August, 1806, at Buenos Ayres.

" Royal Engineers—1 Captain killed.

" Royal Artillery—1 Captain, 1 Lieutenant wounded; 3 rank and file killed, 2 wounded.

" St. Helena Artillery—1 serjeant wounded, 9 rank and file killed, 13 wounded.

" Driver—1 rank and file wounded.

" Seventy-first Regiment—1 Lieutenant killed; 1 Colonel, 1 Lieutenant, 2 Ensigns wounded; 1 serjeant killed, 5 wounded, 1 missing, 1 drummer killed, 24 rank and file killed, 67 wounded.

" Royal Marines—1 Captain and 1 serjeant wounded; 6 rank and file killed, 5 wounded, 8 missing.

†

" St. Helena Regiment—1 Lieutenant wounded, 1 serjeant killed, 1 rank and file killed, 4 wounded, 1 missing.—General total, 144.

" N. B. Five men of the 71st, 3 artillerymen, 1 royal marine, 1 St. Helena Regiment---10 dead, since going to the hospital.

" Officers killed---Captain Kennet, Royal Engineers, Lieutenant W. Mitchell, 71st Regiment.

" Officers wounded---Captain Mackenzie, R. M. Lieutenant Sampson, St. Helena regiment. Captain Ogilvie, Royal Artillery. Lieutenant McDonald, ditto. Lieutenant Colonel Pack, 71st regiment. Lieutenant Murray, ditto. Ensign Caprel, ditto. Ensign Lucas, ditto (since dead).

" (Signed) ALEX. FORBES, B. Major."

" Statement of Property captured at Buenos Ayres, but not removed; and was recaptured on the 12th of August.

	" Dollars.
" Goods of the Phillippine Company.....	100,000
" Debts due to ditto.....	1,011,547
" 4000 Arob. B. Tobacco (at 6 dollars, sold for 14)	24,000
" 200 ditto Parly ditto	12,000
" 50,000 Reams of Paper (2 dollars).....	100,000
" Playing Cards.....	50,000
" 3000 Quintals of Quicksilver (40 dollars).....	200,000
" 40,000 lbs. Spanish Snuff (2 dollars).....	80,000
" 20,000 lbs. Havana ditto (2 dollars).....	40,000
" 37,500 lbs. Bark (1½ dollar).....	56,250
	<hr/>
	1,673,797
" Vessels and Floating Property.....	1,500,000
	<hr/>
	3,173,797

Note.—No valuation is made in this statement of the timber, treasure in the treasury, powder in the magazine, and of armoury and ordnance stores.”

The enemy confessed to have lost about 700 killed and wounded, in the short conflict in the streets; and if it had not been for the inhabitants, it was thought, that the Spanish troops would have been completely defeated, although seven times the number of the British forces. It was supposed that Pueridon, and the other principal people engaged in this plot, had collected from eight to ten thousand men in the country; that Liniers brought over from eight hundred to a thousand; and that the town furnished, though armed in various ways, about ten thousand, under the secret arrangement of the magistrates.

When every vessel that could escape from Buenos Ayres had joined, Sir Home Popham proceeded towards Ensenada, to retire the detachment of marines; and Lieutenant Groves of the *Diadem*, was obliged to quit the *Belem* schooner, as she would not work out. One gun-boat and a settee, a prize, were also left in the harbour, with the *Justina*, a small English merchant ship that had followed the expedition from St. Helena. Captain Thomson, of the *Neptune*, who was in the *Castle*, was made a prisoner, and Lieutenant Burgh, of the *Raisable*, with Mr. Ramsay, a midshipman, and seven men, who were in the settee, as her boats could not hold them. Lieutenant Herrick, in the *Dolores*, the other armed schooner, worked out in a manner which, coupled with his conduct on the whole of this business, did him great credit. On the 13th, in the morning, the detachment of marines, under the com-

mand of Lieutenant Swale, was embarked from Ensenada, and his two Spanish field pieces spiked and thrown into the river. On the 14th Sir Home Popham sailed for an anchorage in the river de la Plata, where he arrived the following day, and immediately addressed the governor of Monte Video on the subject of our troops. On the 16th, in consequence of receiving by Colonel Liniers' aid-de-camp, a letter from Gen. Beresford, he dispatched two of the transports to Buenos Ayres, where one arrived on the 17th, but from the prevarication of the governor of Monte Video in the first instance, and his subsequent dishonourable conduct, no troops were for a long time embarked.

Lieutenant Colonel Backhouse, who had been dispatched from England with reinforcements, arrived off Monte Video, in the early part of October, where he had the mortification to find, that the settlement of Buenos Ayres had been recaptured, and that General Beresford and his army had been made prisoners of war. He immediately reconnoitred, from one of the frigates, which carried him sufficiently close in shore for the purpose, the works of the place, and the positions and defences in the vicinity of Monte Video, from which he formed, as the most eligible mode of attack, the idea of being able to carry the town and citadel by assault, on the south face edging on the water, in co-operation with the ships of the squadron, under Sir Home Popham, which were to silence the batteries on that face, so as to enable our troops to land and enter. The attempt was accordingly commenced, on the 28th, by the navy; but the water proving too shallow to admit of the ships coming sufficiently near to cannonade it with effect, a further effort was necessarily given up.

Sir Home Popham now proposed to Colonel Backhouse to take Maldonado, an excellent harbour, where the fleet could water, and get bullocks, which had become very necessary to recruit our men. Sir Home Popham himself, would have attempted the capture of Maldonado, earlier in the winter, had not the marines been left at Buenos Ayres. The moment that he had satisfied Brigadier General Backhouse of the expediency of the measure, no time was lost in moving part of the 38th regiment to the *Leda* and *Medusa*, when they accompanied the *Diadem* to Maldonado harbour. The frigates anchored about five o'clock in the evening of October 29th, to the westward of the westernmost battery. The beach was smooth, and at six the troops from the *Diadem* assembled alongside the *Leda*, and a landing was immediately effected, without any opposition; but, as Sir Home Popham thought it possible that the enemy might have a greater force than he shewed on the hills, and as the nearest transport was yet at some distance from the roads, he ordered the marines of the *Medusa*, and a company of blues from each ship, to be landed, to support the army, who entered, and took possession of the village of Maldonado before eight o'clock. On the morning of the 20th, he sent the following summons to the Governor of the fortified island of Gorreti, which forms this harbour:—

“ His Britannic Majesty’s Ship Diadem, —

“ Rio de la Plata, Oct. 30, 1806.

“ Sir,—His Britannic Majesty’s forces are in possession of Maldonado, and with a view to save time, as the General is on shore, I summon you to surrender the Island of Gorreti. Any opposition on your part to such a force as is now in this bay must be fruitless, and if you

do not allow the officer who is charged with this letter to hoist his Majesty's colours at the Fort, and trust to the known liberality of the British nation, you will have to answer for all the serious and inevitable consequences of an attack, whenever the General and myself think it expedient to make one.

“ (Signed) HOME POPHAM.”

“ To the Commandant of the Island of Gorreti.”

The Spanish Governor, De Lerge, refused to surrender at discretion; in consequence of which, Sir Home Popham again wrote as follows:—(Commissioning Lieutenant Wiseman, who was employed upon the service, to make the verbal assurance, that he would not hold any farther communications with him, until his Majesty's colours, which he sent for that purpose, should be hoisted on the Fort.)

“ *His Majesty's Ship Diadem,*
Rio de la Plata, Oct. 30, 1806.

“ Sir,—The Island must surrender immediately. The British nation always treats its prisoners with honour and liberality. Private property is held sacred by British officers. The Spanish officers and men at Gorreti, shall immediately join the prisoners already taken.

“ (Signed) HOME POPHAM.”

“ To the Commandant of the Island of Gorreti.”

Sir Home Popham's proposal was now acceded to, and the Spanish prisoners were immediately embarked, consisting of one captain, two lieutenants, one ensign, and one hundred and four men.

Gorreti, it may be proper to remark, is a very strong position, defended by twenty twenty-four pounders, in

four batteries, so placed as to command the roadstead, the eastern passage between it, and the peninsula; and the only two practical beaches for landing. The troops were disembarked as they arrived, and the transports were ordered to be watered as fast as possible, and held in readiness for any other service. Twenty-four pieces of artillery, a considerable quantity of ammunition, two hundred stand of arms, and several articles of minor consideration, fell into the hands of the captors at this place.

The capture of Monte Video succeeded that of Maldonado, at the commencement of the succeeding year; a circumstance from which the most sanguine expectations were entertained; but, as will hereafter appear, the new conquest proved of no real utility.

Several events, of considerable interest, occurred in the Indian seas, in the course of the year 1806. Amongst others, as affording much room for conversation, was the capture of the Honourable Company's ship, *Warren Hastings*, on the 21st of June, in latitude $20^{\circ} 13'$ south, longitude about $56^{\circ} 45'$ of Greenwich, by *La Piedmontaise*, French frigate, of forty-six guns, and three hundred and eighty-five men. The *Warren Hastings* was not surrendered, till after a warm and extremely close action of four hours and a half, in which she had seven men killed and eighteen wounded. From the uncommon interest which this action excited, in consequence of the atrocious conduct of Moreau, the first lieutenant of *La Piedmontaise*, who afterwards expiated his crimes, by a death worthy of his life, it is expedient to give the following detail, from Captain Larkins's official account, addressed to the Governor of

St. Helena. It is dated from that port, on board the America, on the 13th September, 1806.---

“ At half-past seven A. M. on the 21st June, 1806, we discerned a strange sail to the S. W. standing to the S. E. apparently a long, but a low vessel, under treble-reefed topsails and courses. I continued my course, making as much sail as the wind would permit of my carrying, steering at that time W. by S. with a very strong breeze from N. E. by E. and a large sea on. About nine A. M. having gained our quarter, she tacked and stood towards us, letting out the reefs of her topsails. I lost no time in clearing the ship for action, and placing every thing in a proper state for defence. About half past nine A. M. she set her top-gallant sails, main and fore-top-mast steering sails, though apparently gaining on us before, and at ten A. M. shewed a blue ensign and pendant. I did not like her manner of manœuvring, being sensible that an English man of war would not have acted as she did: however, I hoisted my colours and made the private signal. At eleven A. M. finding she was gaining upon us fast, I took in all the steering sails, stay-sails, and hauled the main-sail up, that I might have nothing to draw the attention of my crew from their quarters, save the principal sails for manœuvring, and hauled up a point to the wind. Having made every internal disposition for defending the ship, rove preventer braces, and stopped the top-sail sheets; at half-past eleven I hauled down the private signal, it not having been answered, and placed every soul at their respective stations, to await the coming up of the enemy (for it now could no longer remain a matter of doubt), which she was doing very fast. At noon she was within about a mile and a half of us, when she took in her

top-mast steering sails, stay-sails, and main-sail, and having neared us to a mile, hauled down the blue-ensign, and hoisted French colours: this was what we expected, and were prepared and ready to meet and return her fire. About twenty minutes past noon, she opened her fire upon our larboard quarter, with a very heavy round, most exceeding large grape, which we returned, as soon as our guns could bear, pretty warmly, and after about a quarter of an hour's engagement, she filled and went a-head, seemingly astonished at her reception. In this we received some damage in our rigging, which we turned to and repaired as well as we could. After she had reached about a mile and a half a-head, she tacked and came down on us again, while we were at the guns to receive her as before. This onset was extremely warm and brisk, and attended with loss on our side of killed and wounded; and so near were the two ships, that I was very apprehensive of our locking yard arms; again she steered off, and made sail astern. Our damage was great: the foremast was shot clear through about one third from its head: every larboard, and four of the starboard fore shrouds cut: fore-top-sail tye gone, and mizen-top-sail haultards, main and main-top-sail braces, main spring stay and top mast, shot away: our ensign was likewise cut away, but very soon displayed again at the main-top-gallant-mast head.

“ Scarcely had we time to stopper the shrouds, and reeve preventer braces, before our attention was again called to receive her third attack, she having put about in our wake, and was nearly up. This attack was as warm and as near almost as any, and continued rather longer than the former; but as before she shot a-head, indicating most evidently that she could not lay along-

†

side us, though to all appearance a heavy vessel. We now endeavoured to repair our damage as well as time would permit: I furled the top-gallant-sails, and hauled the foresail up, for the foremast had received another shot in its aft side, about one third up which now rendered the state of that mast extremely dangerous, and which obliged me likewise to keep the fore-top-sail on the cap, dreading to make sail upon the mast, from the freshness of the breeze and the height of the sea. Hardly had we got the yard tackles down as preventer braces, before we were again called upon, by her near approach, (she having manœuvred a-head as before) to repel her fourth attack.

“ We gave her the first gun this time, and the action became, on both sides, extremely warm, and seemingly with increased fury; but, as she had done before, she made fast astern, having endeavoured to lay along-side four times, without being able to accomplish her end, I had now only the main-top-sail standing untouched, and defying their worst, but otherwise a complete wreck aloft. The main-mast shot through, the main-piece very badly; mizen-top-sail split in two; nearly all the fore-rigging again cut; but, thank God! below we were as firm and as zealous in the cause as at the firing of the first gun, having nothing to lament, save the very great superiority of the enemy's ship's sailing, which enabled her to take her position to advantage, and attack us in what point she pleased; for as yet we had not the smallest idea of giving her any other superiority.

“ We had now to receive the enemy the fifth time; with the main and fore mast dangerously wounded, every larboard, and four of the starboard fore shrouds cut, with some of the main ones; not a single brace rove, the

yards being kept forward with the force of the wind, with scarcely a running rope whole, and with two of my upper deck guns disabled. Still so completely wrecked aloft, I looked to the energy remaining below, as the palladium of our safety. 'Tis true, we had been weakened by five men killed, and about as many wounded; yet so noble, so enthusiastic a spirit pervaded the crew, that I thought little of the loss or damage sustained. In this state, and under these circumstances, we received her fifth attack, and on both sides it was more furious than before, and the firing kept up almost incessant. Seeing, as I suppose they must have done, that I could do nothing but keep the wind with the sail I had set, (only the main top sail) they backed on my larboard quarter, and kept there, without my being able to prevent her taking so advantageous a position.

“ Here she made great havock and destruction; the mizen-mast, before unhurt, was shot through about ten feet from the deck in three places, within six inches of each other, and I perceived, that the fate of that mast was very soon to fall, as it suffered greatly; the driver-boom was knocked into splinters; all the coops on the poop were shattered; only one man remaining at the poop carronade; the after quarter-deck-gun, and fore-mast one, cleared to one man also. However, with our every disadvantage, damage, and loss of men, (for every man from so comparatively small a number is missed on these occasions, and we had by this time seven men killed, and about ten wounded), I had not the most distant idea of giving up so valuable a ship, while the smallest possible chance remained of defending her. But another disaster awaited us, which decided the fate

of the day—the mizen-mast fell forward, and blocked up every effective gun on the upper deck. The gun-room was on fire from a shot that had entered by the counter, but which was at length put out by the exertions of my officers and men : my surgeon had lost every instrument by a shot that came into the place where he was amputating and dressing the wounded : the nail of the tiller-rope on the barrel of the wheel drew, and the main and main-top-sail-yard came square, by the fall of the mizen-mast. Thus circumstanced, I foresaw that we had no alternative but to strike; and, with the consent of my officers, I gave up what remained of the Warren Hastings and her noble crew, which took place about fifty minutes past four P. M. having been engaged nearly yard-arm and yard-arm above two-thirds of the time, from twenty minutes past noon, until ten minutes before five, P. M.

“ I feel it a duty extremely incumbent on me, to mention the firm and steady support I received from the officers, with whom I had the honour of defending the ship; nor could more zeal or true courage have been displayed, than what animated the gallant crew under my command. It will be a reflection attended with the most heartfelt satisfaction to me, that every department was filled with its utmost energy. The exertions, visible on this occasion, to defend the Honourable Company's property to that point of contention, when defence would have been no longer practicable nor justifiable, will, I trust, be a sufficient recommendation of the merits of the officers and ship's company, of the late Honourable Company's ship Warren Hastings, to the Honourable Court of Directors. And although the issue of the engagement was unfortunate, still when the

very inferior force to which we were opposed, added to other material advantages, on the side of the enemy, are taken into consideration, it will, I hope, appear very evident, that they did as much as men could do under similar circumstances. The following is a return of the killed, wounded, and stabbed, in the action:—

Killed.—Mr. John Edwick, purser; William Miller, ordinary seaman; John Frost, seaman; John White, ordinary seaman; Phatham Laybourne, seaman; William Price, ordinary seaman; John Miles, ordinary seaman.

Stabbed after possession was taken.—Captain Thomas Larkins, commander; Mr. John Wood, second officer; John Barnes, surgeon; James Bayton, midshipman; John Bell, boatswain's second mate.

Wounded.—Mr. James Coxwell, chief officer, slightly; Mr. Edward Davies, third officer; Mr. William Hope, sixth officer; Mr. James Greville, surgeon's mate, broken jaw; John Hoburg, boatswain's first mate, very badly; Frederick Christiana, seaman; David Scott, captain's cook; Joseph Antonio, ordinary seaman; John Mackay, seaman, badly; Charles Williams, ordinary seaman, slightly; Lewis Perraw, seaman; Henry Churchill, baker; George Miller, seaman.—John Hoburg is since dead of his wounds.

“However, I am happy to say, that the other wounded, and those who were stabbed, are perfectly well. The following is the force of the French frigate, *La Piedmontaise*:—

“*On her main deck.*—Twenty-eight long French 18-pounders.—*On her upper deck.*—Ten carronades, French 36-pounders; four long English 9-pounders; two long brass French 8-pounders; two mortars, ca-

pable of throwing grape and canister-shot of French 36 lb. weight.

“ In her tops were fifty men with swivels and rifles, by which it will appear that she is a very heavy frigate, and is quite new, having sailed from St. Maloes in January last, and had only been out from the Isle of France ten days when she fell in with the Warren Hastings; from what I was able to learn, I suppose her to have had about twelve men killed, and twenty wounded.

“ We arrived at the Mauritius on the 4th of July last, and obtained permission to proceed to England by a neutral vessel, *via* America. With my officers and midshipmen, we embarked on board the American ship, *America*, Captain Isaac Stone, on the 6th of August. Hoping to find some conveyance direct to England, we called into St. Helena, and trust, should you have it in your power to forward us, that you will exert it in our favour, being extremely anxious to lay the unfortunate news before the Honourable the Court of Directors.”

The brutal and unprecedented conduct of Lieutenant Moreau and his followers, in stabbing the officers of the Warren Hastings, after her surrender, was publicly stated at St. Helena, and in India, by affidavits from Capt. Larkins and his followers; and, if we mistake not, it was given out by Sir Edward Pellew, the commander in chief on the India station, in general orders, that should the sanguinary monster be taken, no quarter would be shewn to him. The affidavits alluded to, called forth a defence, or rather an attempt at justification, on the part of Moreau; which, that we may not break the thread of the narrative, we shall here insert. It first appeared, by the request of Moreau, in *The Isle*

of *France Gazette*, from which it was copied into most of the India papers. It is as follows:—

“ Always at sea since the capture of the Warren Hastings, I was ignorant of the calumnies of Captain Larkins. I now answer them.

“ The Warren Hastings, after an action of three hours and a half, had just struck her colours. I received orders to go on board. The yawl over the stern having a shot through her, they were getting ready the other boats, and on which every body (Ang. all hands) were employed. At this juncture, the Warren Hastings bore up, which we perceived when too late; as the jibstay and halliards were shot away, we got on board the fore-tack, but the frigate had not time to fall off, and we fell on board broadside to broadside. Indignation was, at first, at its highest pitch; the captain of the frigate ordered her to be boarded; one De Gagues, a quarter-master, jumped on board first; I followed him; the English appeared armed; they were repulsed.*

“ We all looked after the Captain. I found him the first, and struck him with a dagger. I was at that time surrounded by my people, who all wished to punish him as he deserved. I therefore ask who saved him, if it was not I? I ordered him to be taken on board the frigate, where the captain being irritated, shewed great displeasure, and Captain Larkins experienced the same reception, arising from the same senti-

* Amongst those that presented themselves to repulse us, there was a midshipman, who threw himself down on the gun-deck of the Warren Hastings, after having struck me with a cutlass, but luckily with the flat part; they all swore at St. Helena that I wounded him.

ments, from every one; but afterwards, when all were cool, they regarded him as a sufferer, and all was forgot. The captain of the frigate lodged him in his own cabin, and in five days he was cured of his wound.

"Behold, Mr. Larkins, notwithstanding your affidavit, and those of your officers, how things have come to pass, and how you have represented them!—If, contrary to the laws of war and honour, you had not run foul of the frigate, and when your colours were struck, if your men had not demonstrated an intention to fight, the Warren Hastings would not have been taken a second time, and I should not have wounded you.*

"You fell on-board us purposely, and thus I prove it: for when I boarded the Warren Hastings your helm was hard up, and we were to leeward; your rudder, tiller, and tiller ropes, were in good order, and I shifted the helm myself; your intention, therefore, was to run foul of us. Mr. Touissant, one of your officers, has said in the presence of the officers of the frigate, and of your own officers, that in the moment of being boarded, he encouraged the people to recommence the action; and I ask you, sir, who gave him the authority? Still farther, your officers, when at the Grand River, on the Isle of France, have had the impudence to assert, that the Warren Hastings ran on board us to dismast us; your officers and boatswain said the same, when on board the Warren Hastings, and that it was your interest to do it. Exclusive of your having run us on board, what damage

* Mr. Wood, who says he was wounded too, had only received a blow with a hand-spike, or a stick, from a sailor, because he made a shew of not delivering his arms.

had we sustained by your fire, so sharply and so well kept up, by your own accounts? The Warren Hastings was nearly dismantled, and in a bad condition; the Piedmontaise had only jib-stay and the jib-halliard, two fore-shrouds, and a part of the fore-top-mast backstays shot away; and abaft, the damages were as insignificant. Allow, Sir Company's captain, that there is a great difference between a man of war and a merchantman.

"I have been seeking for reasons which could have induced you to calumniate me in such an infamous manner. I have been able to adduce no other than such as are connected with the sentiment of placing money above every thing. You had much private trade on board the Warren Hastings; by the capture of the ship you would have been a great loser; you therefore wanted a pecuniary indemnification—you have probably obtained it by making yourself an object of that compassion which every one has for unfortunate courage. Yes, sir, your calumnies were a speculation—you have slandered me merely for money; for otherwise you would have spoken out sooner, and particularly to General Decaen. Your being a prisoner was a great claim for receiving judicial redress: you did not complain—because I was present, and could have immediately proved the falsity of your accusation, and then the Captain-General would not have had the goodness to allow you to depart so soon. Do not pretend that a motive of generosity prevented you from accusing me for fear of its ruining me; for why did you do it afterwards? Dare you to call yourself generous? you have accused me in the face of mankind as an assassin, when you knew my reply could not be made till a twelvemonth after your accusation. I tell you, Mr. Larkins, with bitterness, that the whole of your

conduct is well worthy one who, under the shelter of the captain, made his crew fight, but could only himself find tears to deplore a reverse of fortune, at a time when he ought to have displayed a different character.* It is possible, sir, that you will add something more to your calumnies, which you may be assured I shall not answer. You have been paid without doubt---let me alone.

"As Captain Larkins has inserted his calumnies in all the papers in India, and as the naval commander-in-chief in India has inserted them in general orders, my friends have desired me to prove the injustice of this proceeding. I have, with the greatest reluctance, yielded to their desires, feeling that it did not suit me to entertain the public about myself, not having done any thing remarkable; and particularly as it appeared to be a measure which the English might construe into a justification."

In consequence of the above, one of the officers of the Warren Hastings addressed the following letter to the editor of *The Calcutta Telegraph*, from which journal it is here copied:--

"Sir,--Having served with Captain Larkins, of the Honourable Company's ship Warren Hastings, as third officer, during that ship's unfortunate voyage, and recollecting every circumstance that occurred during and subsequent to the action with the Piedmontaise, I request you will do me the favour to insert, in your next, the undermentioned facts, in opposition to the vile and

* Mr. Larkins always flattered himself that we should be taken off the Isle of France; when he found that we were at anchor in the Grand Port, he said to the commandant. "It is done now; yes, and well done;"--then he began to cry like a child.

false assertions of Charles Moreau, as extracted from the *Ile of France Gazette*, in your paper of the 26th instant. Captain Larkins' statement of facts has already shewn to the world the character of Moreau, and very justly and accurately has Captain Larkins described that monster's conduct. I wish, for the honour of the situation he is placed in, I could mention him in softer language, but his atrocious conduct towards a defenceless and gallant person, must, in my opinion, prove him actuated by those principles which are inimical to humanity.

" Moreau, in the first place states, he sought Captain Larkins : he and his followers could have had but a trifling search, as I know Captain Larkins stood on the quarter deck, from whence the intoxicated gang drove him to his cabin, as stated by Captain Larkins. Moreau's system of saving a defenceless person is entirely new ; his poniard was not used on board the captured ship for the purpose of saving ; if his intoxicated followers had not possessed more discretion than himself, more crimes would have been committed.

" Moreau says the tiller and ropes were in good order—granted ; but the nail, which confined the rope to the barrel of the wheel, had been, by some accident, drawn ; the wheel he may have shifted, but the helm remained useless.

" As to running on board the frigate, subsequent to the action, no such thing, I can with confidence assert, was intended ; this for a time served Moreau as a cloak for his atrocious conduct, to a defenceless, and (I can, with safety to my own conscience as a Christian, declare him) an inoffensive man. I likewise declare, that no one belonging to the Warren Hastings appeared with arms subsequent to the colours of the ship being struck, con-

sequently Mr. Moreau had no one to subdue a second time, as he pretends. Mr. Touissaint never had the least idea of encouraging the men to commence the action, as stated by Moreau ; and I declare, when confined with him on board, and in the Grand River prison, neither he, nor any other of Captain Larkins' officers, uttered a syllable in respect to any intention of running the ship down. The boatswain has declared to Mr. Bristow, late gunner of the Warren Hastings, and to the whole of his fellow-prisoners, that he never spoke a single sentence to the purport stated in Moreau's false allegations ; and to add another contradiction to Moreau's aspersions, no midshipman ever lifted a sabre near him ; and I again declare that Mr. Bristow, midshipman, was poniarded through the hand and arm while in the act of getting some clean linen from his trunks after the action, and this was done by Moreau's orders ; and Mr. Hood was likewise poniarded through the arm ; the French surgeon who visited the prison dressed the wound. I well recollect, that when Captain Larkins surrendered the ship, that I and the other officers followed his example, by taking off our side-arms ; neither did any one afterwards dispute the possession of them. If Mr. Moreau will allow Mr. Dutart, the master of the Piedmontaise, to explain to him the manner in which the ships came in contact with each other, Mr. Moreau will find it does very little credit to his abilities as a seaman. It was in Mr. Moreau's power to have prevented the accident, had he attended to the frigate ; this Mr. Dutart has declared to me. But the man who glories in a falsehood, is naturally lost to all sense of shame, and is pleased with his own atrocious conduct ; and even when such conduct is detected,

it may scarce cost him a single blush: such a disposition do I consider Mr. C. Moreau to possess.

"In Mr. Moreau's own words, "he may see how things have come to pass;" and I solemnly declare what I have stated above to be just; and Mr. Bristow, who has arrived here in the Holstein, from the Grand River prison, Isle of France, and knows the circumstances to be as above stated, will, with myself, at any time make affidavit to them.

"Calcutta, 31st December, 1807.

G. D."

Sir Edward Pellew's squadron was exceedingly successful, in the number of captures which it made, in the year 1806. In July, the Greyhound, Captain Elphinstone, in company with the Harrier sloop, Captain Troubridge, were particularly active. On the 4th of that month, after destroying, under the fort of Mannado, the Dutch Company's brig, Christian Elizabeth, armed with eight guns, and having a complement of eighty men, they stood across the Malucca sea to the island of Tidon, when they captured, on the 6th, another of the enemy's cruizers, called the Belgica, armed with twelve guns, and manned with thirty-two men; from thence, proceeding to the westward, on the evening of the 25th of July, four sail of ships were descried passing through the Straights of Salayer: immediate chase was given to them; and, by nine, they had the satisfaction of seeing them lying to, between the small Dutch ports of Bonthean and Balacomba, at about seven miles distance from the shore. Captain Elphinstone easily made out one of them to be a frigate, and another a corvette; but a third had so much the appearance of a line of battle

ship, that both Captain Troubridge and Captain Elphinstone deemed it prudent to wait till day light before they examined them. They accordingly lay to during the night, at two miles distance to windward. As the day broke, they had the pleasure of finding the ship, which had forced them on cautionary measures, was a large two-decked ship, resembling an English India man.

The enemy (for they proved to be a Dutch squadron) immediately drew out in order of battle, on the larboard tack, under their topsails; the frigate taking her station in the van, an armed ship astern of her, the large ship in the centre, and the corvette in the rear. Fortunately the frigate, by fore-reaching upon her second astern, caused a small opening in their line. It was suggested to Captain Elphinstone, by Mr. Martin, that if he could close with the enemy whilst in that position, his attack might be made to advantage; accordingly, under French colours the Greyhound bore up, as if with an intention to speak the frigate; and when within hail, all further disguise being unnecessary, she shifted the colours and commenced firing, which was instantly returned with a smartness and spirit that evinced they were fully prepared for the contest. The Harrier, who had kept close astern of the Greyhound, on seeing her engaged, bore round up, and passed between the frigate and her second astern, raked them both (the latter with such effect) that they bore up in succession to return her fire, thus leaving the frigate separated from them. Being resolved to avail himself of this advantage, and being anxious to be in a position for supporting the Harrier, now engaged in the centre of the enemy's line Captain Troubridge wore close round the frigate's

hows, raking her severely while passing; and when on the starboard bow, by throwing his sails a-back, he fell into the desired position. The cannonade from the Greyhound was now admirable, while that of the frigate visibly slackened; and at last, after an action of forty minutes, wholly ceased. On hailing, to know if they had struck, they answered they had, and immediate possession was taken of her. On directing her fire on the ships astern, they all followed her example, except the corvette, who, from being in the rear, had suffered little from the action, and now made off towards the shore. Captain Troubridge immediately wore in pursuit of her, sending, at the same time, a boat to take possession of the large ship (whose fire he had nearly silenced early in the action). Perceiving the corvette sailed remarkably well, and that she could spread more canvass than the Harrier, her mast and rigging being entire, Captain Elphinstone recalled the latter from a chase that was likely to be fruitless.

The prizes proved to be the Dutch republican frigate *Pallas*, of thirty-six guns, commanded by N. S. Aalbers, a captain in the Dutch navy; the *Victoria*, a two-decked ship, of 800 tons, commanded by Klaas Kenkin, senior captain in the Dutch Company's service; and the *Battavia*, a ship of about 500 tons, commanded by William de Val, a captain in the same service; both the Company's ships were armed for the purpose of war, and richly laden with the produce of the Moluccas. The ship which escaped was the republican corvette *William*, mounting twenty twenty-four pounders, and manned with 110 men.

The following is a list of the killed and wounded on

board his Majesty's ships in the above action, off Macassar :---

Greyhound.---1 Killed, and 8 wounded.

Harrier.---3 Wounded.

Total.---1 Killed, and 11 wounded.

Officers slightly wounded.

Greyhound.---James Wood, boatswain ; George Majoribanks, master's-mate ; and John Bradford, clerk.

List of the killed and wounded on board the enemy's ships :

Pallas.---8 Killed, and 32 wounded. (The captain, pilot, and four seamen, since dead.)

Victoria.---2 Killed.

Battavia.---2 Killed, and 7 wounded. (The lieutenant and one seaman since dead.)

Total.---12 Killed, 39 wounded.

Officers killed.

Pallas.---Jan Hendrick Resen, boatswain.

Battavia.---P. Hulsenbos, first lieutenant.

Officers wounded.

Pallas.---N. S. Aalbers, captain, since dead ; W. Stander, second lieutenant ; E. C. Herson, fifth lieutenant ; B. Valk, pilot, since dead ; A. Andriffe, second pilot ; P. Vander Wagtz, third pilot ; A. Edetz, midshipman ; and T. Ammuban, clerk.

Battavia.---F. H. Mammael, lieutenant ; and Genit Fredericks, ditto, since dead.

(Signed)

E. ELPHINSTONE.

The Powerful, Captain Plampin, one of Sir Edward Pellew's cruizers, in company with the Rattlesnake, also captured, in the month of July, La Bellone, a French privateer, which had been more than usually successful,

in the present and preceding war, against British commerce, in the Indian and European seas. Captain Plampin had previously captured *La Henrietta*, a French privateer of twenty guns, from the *Mauritius*; and Captain Lord George Stuart took *L'Isle de France*, a small privateer, also from the *Mauritius*.

In the West Indies, in the latter part of the year 1806, several gallant actions bore testimony to the superiority of British prowess. Amongst the foremost of these, was the capture of the *Pomona*, by the *Arethusa* and *Anson*.

At day-break, on the morning of the 23d of August, Captain Brisbane, of the *Arethusa*, having recently resumed his station off the Havanna, with the *Anson*, Captain Lydiard, under his orders, discovered a sail, which afterwards proved to be the *Pomona*, a Spanish frigate of thirty-eight guns, from Vera Cruz. When Captain Brisbane first perceived her, she was within two miles of the Moro Castle, standing for the Havanna, under a press of sail. He immediately made the signal to Captain Lydiard, of his design to lay the enemy on board, as soon as he should come up with her; but, aware of his intention, the *Pomona* bore up, having been joined by twelve gun-boats from the Havanna, and anchored within pistol-shot of a castle which mounted sixteen thirty-six pounders, in three fathom and a half water. Not deterred by the formidable line of defence which was thus presented, Captain Brisbane, supported by the *Anson* on his larboard bow, anchored the *Arethusa* close alongside the *Pomona*, in only one foot more water than she drew. The action immediately became general, and, in thirty-five minutes, the *Pomona* struck her colours: three of the gun-boats having been blown

up, six sunk, and three driven on shore on the breakers, Notwithstanding the severe fire from the castle, the prize was instantly taken possession of. The castle, by firing red-hot shot, set fire to the *Arethusa*; but the flames were speedily extinguished; and the castle itself, in which a quantity of specie belonging to the King of Spain, had been landed from the *Pomona*, soon afterwards fell by a terrific explosion.

In the course of the action, Captain Brisbane was wounded in the knee; but though he suffered excruciating pain, he refused to quit the deck, till victory had decisively proclaimed herself in favour of the British flag. The total loss of the *Arethusa* upon this occasion, amounted to two killed, and thirty-two wounded. Vice-admiral Dacres, in his official letter to the Admiralty, announcing the capture of the *Pomona*, justly observed, that "the success attending this bold enterprise, Captain Brisbane was well entitled to, for the promptness and decision with which he anchored in such shoal water, to attack a force of such magnitude."

On the night of the 29th of August, Captain Dacres, of the *Bacchante*, in reconnoitring the harbour of St. Martha, perceived lying there a brig and two feluccas, and judging it practicable to bring them out, or at least destroy them, he dispatched his boats, under the command of Lieutenant Norton. They arrived at the entrance of the harbour at one o'clock, and immediately dashed for the vessels, under a tremendous fire from the forts, vessels, and the shore, the beach being lined with field-pieces and musquetry, the feluccas keeping up a heavy fire until the two boats were alongside; the crews made a short resistance, and quitted them. Notwithstanding such heavy fire, they succeeded in bring-

ing out the brig and two feluccas, without the loss of a single man; two of their vessels having their sails unbent, they were obliged to be towed out, which detained them till near four o'clock; the whole of which time they were under the enemy's batteries.

The capture of the fort of Batabano, with some shipping in the harbour, by Captain Rushworth, of the sloop *Superieure*, on the morning of the 3d of September, is also deserving of notice. Captain Rushworth, in company with the *Pike* and *Flying Fish* schooners, arrived off Point Gondas, twenty-two miles north-west from Batabano, where he anchored, on the second. At midnight, he weighed and stood for Batabano, to be off that place before break of day, but owing to baffling winds it took him until day-light. He thought it expedient to land, which he accordingly did, with eighteen men from the *Stork*, thirty-five from the *Superieure*, and ten from the *Flying Fish*, to guard the boats; but after landing two miles to windward of the battery, the marshy irregular ground impeded their march, and the enemy perceiving it, sent a party of soldiers to way-lay them in the thick bushes; but the most forward of Captain Rushworth's party charged, and completely put them to the route, after leaving two killed and one badly wounded. At that period, a general alarm had spread, that the militia had joined the stationary regulars in the front, aided by the men from the shipping in the bay. The retreat of the English being then cut off, they were obliged to rush forward to gain the fort, which was completely carried in three minutes; the enemy retreated in all directions, after firing two guns, and a volley of small arms, towards the path which the English were obliged to pass. The battery consisted of six long

eighteen-pounders, mounted on travelling carriages, which Captain Rushworth spiked, and then proceeded to take possession of the vessels, which consisted of one felucca, pierced for fourteen guns, having one eighteen-pounder and twelve blunderbusses on board; a schooner, pierced for twelve; a French privateer of four; and three other Spanish vessels, with one gun each; six other smaller, with cargoes, which were saved, and the vessels burnt, not having sufficient men to carry them out. The loss of the enemy was considerable; but we had only one man badly wounded on the occasion.

The hurricane which took place at Dominica, in the autumn of this year, is thus distressingly described, in the *Dominica Journal*, under the date of Roseau, September 20th:—

“ We again resume our journal, after an interruption occasioned by the confusion and loss sustained in the office during the late hurricane, one of the greatest calamities this colony has sustained within the memory of its oldest inhabitants. To give a detail of all the particulars of that unfortunate event, would be a task impossible to fulfil with accuracy, until things commence to be a little more settled, and that a regular communication with the country should be opened, the roads being entirely destroyed; we shall, therefore, confine ourselves chiefly to the giving a general idea of the whole, as far as the intelligence received from the different parts of the colony may enable us.

“ On Tuesday, the 9th instant, about seven o'clock in the evening, the sky became totally overcast, and tremendous flashes of lightning, accompanied by heavy

puffs of wind, presaged, to the more experienced part of the inhabitants, an approaching storm; but few expected that it would have been so fatal in its consequences. The wind continued increasing until ten o'clock, when it began to be accompanied by a most dreadful fall of rain, the effect of which, accompanied by a pitch-like darkness, each moment illuminated by a sheet of livid fire; and the roaring of the wind, which every instant became louder, was awful enough to impress a dread upon the heart of the most intrepid: soon after, to complete our misfortune, the river Roseau, increased by the heavy rains, overflowed its banks, inundated the town in every direction, and then the destruction became general; every house which obstructed its passage was thrown down, or carried away by the stream; and a great proportion of their unfortunate inhabitants perished! About ten o'clock every vessel in the harbour was driven from its moorings, except a small Swedish schooner, which was cast ashore under the Fort, a little after midnight; and those who were driven out generally met with the same fate, amounting, in the whole, to sixteen sail of different descriptions.

“No pen can paint the horrors of that dreadful night! the tremendous noise occasioned by the wind and rain—the roaring of the waters, altogether with the shock of an earthquake, which was sensibly felt about midnight—the shrieks of the poor sufferers crying out for assistance, the terror of those who in their houses heard them, and dared not open a door or window to give succour, and who expected momentarily to share the same fate, formed a scene which can hardly be conceived, and still more difficult to be described. Fortunately for the inhabi-

tants of the town, and indeed for the whole colony, the force of the wind and rain abated about three o'clock in the morning, and near the same time the water began to fall; if it had continued another hour, there is not a doubt but the town would have been entirely destroyed.

The spectacle which presented itself on the return of day-light, was horrid beyond every power of description, heaps of mud and sand, (in some places five or six feet deep) through all parts of the town—the form of a street hardly could be discerned—two large streams, or rather torrents, running through the midst of the town—ruins of houses blown, and others brought down by the flood, obstructing every passage---the carcasses of several of the unfortunate victims of this event drawn out from the ruins, and lying in the streets—while numbers, almost distracted, were searching for some near relation or friend, who had perished in the storm---the lamentations of those who had lost some of their nearest and dearest connections, joined to the despair of those who had lost their little all, formed altogether a scene fit to draw tears from the eyes of the most unfeeling.

“ From the most authentic accounts which can have been gathered during the confusion occasioned by this fatal occurrence, there has been ascertained to have perished in the town of Roscau and its vicinity: eight white persons of different sexes and ages, fifty-seven free persons of colour, and sixty-six slaves, forming a total of one hundred and thirty-one; besides a number of others yet missing, and several wounded.

“ On Morne Bruce,* where that part of the garrison stationed at Roseau is quartered, the whole of the barracks were blown down, excepting one; three men and one woman killed, and one man wounded.

“ The planters have equally suffered with the inhabitants of the town; every plantation on the windward coast of the island, from the River Tabaric to Morne Paix Bouche, are almost entirely destroyed; only three mills standing in the whole extent, and these considerably damaged; no other building left on either sugar or coffee estate; and the numerous inhabitants of that quarter have only for shelter four houses, situated from the sea, to which most of the white inhabitants have retired. On the different estates on that coast, as far as accounts have reached town, there have perished about thirty negroes, and upwards of one hundred and eighty dangerously wounded.

“ Round the coast from the river Tabaric, by way of La Soye, the estate which bears the name of that river is, perhaps, the only one that has not received any considerable damage in this general disaster.

“ All the plantations to leeward of the island have experienced the effects of the hurricane: every house,

* MORNE BRUCE.

Regiments.	Killed.	Wound.	Ampt.	Frac.	Contus.	Tot.
46th ———	3 —	19 —	0 —	0 —	6 —	28
3d W. Indian	0 —	6 —	0 —	1 —	2 —	9
Wh. Woman	1 —	0 —	0 —	0 —	0 —	1
Black do. —	1 —	0 —	1 —	0 —	0 —	2
<hr/>						
Total ———	5	25	1	1	8	40

from the river Mahaur down to Prince Rupert's,† either laid flat, or greatly damaged; the town of Portsmouth entirely destroyed; the greatest part of the barracks on Morne Cabrit carried away; and, in general, the whole island offers a scene of devastation and ruin."

On the 23d of October, advices were received at the Admiralty from Plymouth, (by the arrival of the *Moselle* sloop) announcing the destruction of *L'Impetueux*, of seventy-four guns, one of the French squadron under the command of Admiral Willeaumez, which had so long eluded the vigilance of our cruisers. The dreadful gale of wind, by which Sir R. Strachan's squadron sustained great damage, was likewise destructive to that of Admiral Willeaumez, from which Jerome Bonaparte had had the good fortune to separate himself some time before. One of the enemy's ships, the *Castor* of seventy-four guns, went down in the storm, and every soul on board perished: the remainder of the squadron were dispersed. Three of them, all of the line, endeavoured to make the Chesapeak, but Sir R. Strachan's squadron coming up at the time, the *Bellona* and *Belleisle* fell in with *L'Impetueux*, and, after a running fight, drove her on shore near the Chesapeak. The line of battle ships

† PRINCE RUPERT'S.

Regiments.	Killed.	Wound.	Ampt.	Frac.	Contus.	Tot.
31st West India	3	— 43	— 1	— 43	— 23	— 74
Pioneers Black	1	— 0	— 0	— 0	— 0	— 1
Servants do.	1	— 0	— 0	— 0	— 0	— 1
	5	43	1	4	23	76
General Total.	10	68	2	5	31	116

not being able to approach sufficiently near, the *Melampus* frigate was sent in to destroy her, which she completely effected, making the crew prisoners. While the *Melampus* frigate was engaged in this service, the *Patriot* and *Eole*, of seventy-four guns each, hove in sight, to which the *Bellona* and *Belleisle* gave chase; but they succeeded in getting into the Chesapeak. Admiral Willeaumez's ship, the *Foudroyant*, got into the Havana in a most disabled state; and the *Valeureuse* frigate, of forty-four guns, arrived at Philadelphia. After the hurricane, the *Cæsar*, of eighty guns, Sir R. Strachan's flag-ship, with the *Triumph*, put into Fayal. Sir Richard shifted his flag to the latter ship, and sailed again for the American coast.

Two or three spirited actions, on a small scale, took place in the Mediterranean, in the autumn of this year. The boats of his Majesty's ship *Melpomene*, Peter Parker, Esq. captain, were detached, on the evening of the 3d of July, to cruise in shore, on the coast near Leghorn, under the command of Lieutenant W. Thompson, who was accompanied in the barge by Lieutenant Gascoigne, of the royal marines, and Mr. Witwell Butler, master's mate. On the morning of the 4th several vessels appeared, and the boats separated in chase. After a long pull the barge came up with a large French settee, armed with four six-pounders, twelve mounted musketoons, and small arms. They were obliged to pull up in face of the enemy's fire; and so able was the defence, that before they could get alongside, Lieutenant Thompson and five seamen were killed, six desperately wounded, and several others disabled, for the time. The ship and other boats were now out of sight; but

the survivors persevered and hooked on. Mr. Butler, Lieutenant Gascoigne, Serjeant Thomas Milligan, and three seamen, were the only persons enabled to board; at which time the enemy's crew consisted of eighteen men, three of whom were killed, and fifteen made prisoners. Captain Parker wrote a very handsome official letter to Sir S. Smith, who then commanded in Sicily, giving a liberal and correct account of the affair, strongly recommending Mr. Butler for promotion, and every person concerned, to the honourable notice of their country. The above-mentioned letter was shewn to the officers of the *Melpomene*, and is believed to have been transmitted to England, but by some omission it has not been officially published.

The following more circumstantial account of this gallant action, particularly noticing the bravery of Serjeant Milligan, of the marines, has been certified by Captain Parker, and is highly worthy of preservation:—

Serjeant Milligan, being in the bow of the barge, was the first man that boarded the *settee*, and on his leaping on the deck, six muskets were presented in his face, the fatal effects of which he avoided, by throwing himself at once in the midst of the enemy's crew. Owing to the number of killed and wounded in the barge, and the *settee* continuing under sail, only five men were able to follow the serjeant, and after some resistance the enemy were obliged to retreat and disperse, and six of them leaped into their own boats, carrying their arms and ammunition with them. Serjeant Milligan pursued; and fearing that they might do considerable mischief, if they pulled away from alongside, with their muskets with them, and knowing that the barge could not follow, he

jumped down into the middle of them. He was instantly seized and thrown overboard; but in the struggle grappled, and carried one of the enemy with him, whom he killed in the water with his cutlass. When opposition no longer appeared, every exertion was made from the boats of the *Melpomene* to save Serjeant Milligan, who was seen swimming astern of the settee, apparently very faint, having received several wounds during the action. One of the lieutenants of the ship, seeing an oar close behind him, called to Milligan to get hold of it, in order to receive some assistance, till the boat could get up to him, which afterwards picked him up. On his being asked, when safe on board, if he had gained the assistance of the oar, he replied, "No, sir; I did not know if the enemy had all surrendered; and I could not bear the idea of turning my back on an enemy's vessel."--- The Patriotic Fund rewarded this brave fellow with forty pounds.

On the 25th of October, Lieutenant Foote, of his Majesty's gun-brig *Hannah*, very gallantly defended that vessel against a Spanish privateer of four guns and seventy men, but, unfortunately, without success. Being off Cabaritta Point, Lieutenant Foote discovered a latine-rigged vessel in the middle of the gut, a few miles to leeward of him, towing a merchantman towards the Spanish coast, and conceiving it to be his duty to regain her, he made all sail after him, and coming within gun-shot, perceived she was a large three-masted Spanish privateer, of much superior force to the gun-boat. He, therefore, after exchanging a few shot, and finding she knew her superiority, by casting off the tow, and tacking after him, endeavoured to escape. She

soon, however, got so close as to do execution with her grape; and the Hannah's ammunition being nearly expended, Lieutenant Foote determined to try the event by boarding her, but on coming alongside, such a number of men jumped into the gun-boat, as obliged him to act on the defensive. After fighting on the deck about ten minutes, he looked around, and saw scarcely an Englishman standing, and another privateer coming close up. He, therefore, determined to save the lives of the few brave fellows that were left, by striking the British flag; and, after the surrender, he was carried to the town of Tarissa.

We shall conclude this chapter, with the following abstract statement of the British naval force at the close of the year 1806:—

	Line.	50's.	Frig.	Ships.	G.B.	Tot.
In Commission	133	13	163	190	265	755
Receiving Ships	0	0	0	0	0	0
Serviceable and repairing	0	0	0	0	0	0
In Ordinary	50	19	52	50	12	183
Building	37	0	32	39	7	115
Totals	200	32	247	279	285	1063

1807.

Capture of Curacao—Passage of the Dardanelles—Destruction of the Turkish squadron, by Sir Sidney Smith—Loss of the Ajax—Naval action between the Turks and Russians—Trial of Sir Home Popham—Failure of the Buenos Ayres expedition—Hostility of the Americans—Action between the Leander and Chesapeake—Copenhagen expedition—Capture of Heligoland—Declaration against Denmark—Ditto against Russia—Affairs of Portugal—Fate of Sir Thomas Troubridge—Loss of the Ganges—Minor occurrences.

THE commencement of the year 1807 was marked by one of the most brilliant achievements of the war. The reader will immediately be aware, that we allude to the conquest of Curacao, by the gallant Captain Brisbane, of whom we had the pleasure of recording a brilliant instance of exalted heroism, in the preceding chapter.

After he had secured the Pomona, the Spanish frigate which he had captured, and taken her to Jamaica, he was dispatched, by the commander in chief, with a squadron of frigates, consisting of the Arethusa, Latona, Anson, and Fisguard, to reconnoitre the Island of Curacao, and to ascertain, if possible, whether the inhabitants were disposed towards an alliance with this country.

It was on the 1st of January 1807, that this little squadron arrived off Curacao. No orders whatever

had been given to attack this island; but, having perfectly ascertained the situation of the place, Captain Brisbane formed a plan for carrying it by a *coup de main*; and, imparting his intention to the respective captains under him, with a zeal for the service, which would have done honour to the character of a Nelson, taking the sole responsibility of the act upon himself, he led his squadron into the harbour, in close order of battle, passing the formidable line of sea batteries, by which its entrance was protected, and came to an anchor. It is well deserving of remark, that, previously to this, and unknown to their officers, the men, participating in the spirit of their gallant leader, had arranged themselves for attack; and, when beat to quarters, they were found with the words, "*Victory or Death*," chalked upon their caps. As an additional stimulus, Captain Brisbane instantly put on his dress uniform, and proceeded as we have already stated.—"The harbour," as Captain Brisbane describes it, in his official letter, "was defended by regular fortifications, of two tier of guns, Fort Amsterdam alone consisting of sixty-six pieces of cannon; the entrance only fifty yards wide, athwart which was the Dutch frigate *Hatslar*, of 36 guns, and *Surinam*, of 22, with two large schooners of war, one commanded by a Dutch commodore. A chain of forts was on *Misleburg's* commanding height; and that almost impregnable fortress, *Forte Republique*, within the distance of grape shot, enfilading the whole harbour."

The enemy were panic-struck at such unexpected gallantry, and all was confusion. The pacific notification of Captain Brisbane—that the British squadron was there to protect, not to conquer; to preserve the inhabitants their lives, liberty, and property—not being at-

tended to, a severe and destructive cannonade commenced ; the frigate, sloop, and schooners were carried by boarding ; and the lower forts, and the citadel and town of Amsterdam, were taken by storm. All this was accomplished in only three quarters of an hour. In the progress of this service, Captain Brisbane, the hero of the scene, seemed to " ride upon the whirlwind to direct the storm." He was the first man who boarded the *Hatslar* frigate, that lay athwart the harbour. He pulled the Dutch colours down with his own hands ; and then, followed by about four-and-twenty men, he instantly proceeded to the shore, where he also was the first man at the storming of Fort Amsterdam, the colours of which he likewise struck with his own hands. The latter achievement will appear the more extraordinary, when it is stated, that the fort was garrisoned by two hundred and seventy-five regular troops. As soon as he had got possession, Captain Brisbane made his way to the governor, and told him, that precisely five minutes were allowed for him to decide upon surrendering. The governor requested half an hour, alledging, that *a shorter time would not save his head in Holland.* Captain Brisbane pulled out his watch, and assented to the time required. At the expiration of the half hour, he entered the council-chamber, where the governor and council were assembled, and enquired whether they had made up their minds to surrender the island and its dependencies to the crown of Britain. The governor immediately presented a paper, containing the following preliminary articles of capitulation, placing the island in the possession of his Majesty ; to the whole of which, with one exception, Captain Brisbane agreed.

Curacoa, January 1, 1807.

PRELIMINARY ARTICLES of the Capitulation agreed on by C. Brisbane, Esq. senior officer of his Majesty's ships at Curacoa, and his Excellency P. J. Changuion, governor of that place.

Art. I. The Fort Republique shall immediately be surrendered to the British force; the garrison shall march out with the honours of war, lay down their arms, and become prisoners of war. **Ans. Granted.**

II. The Dutch garrison of Curacoa shall be prisoners of war, and by his Britannic Majesty sent to Holland, not to serve this war before they shall be regularly exchanged; and for the due performance of this Article the officers pledge their word of honour. **Ans. Granted.**

III. The same terms, as in the above Article, are granted to the officers and people of the Dutch men of war. **Ans. Granted.**

IV. All the civil officers may remain at their respective appointments, if they think proper; and those who choose, shall be sent by his Britannic Majesty to Holland. **Ans. Granted.**

V. The burghers, merchants, planters, and other inhabitants, without difference of colour or opinion, shall be respected in their persons and property, provided they take the oath of allegiance to his Britannic Majesty. **Ans. Granted, neutral property being respected.**

VI. All the merchant vessels, with their cargoes, in the harbour, of whatever nation they belong to, shall be in the possession of their proper owners. **Ans. Not granted.**

VII. A definitive Capitulation shall be signed upon this basis in Fort Amsterdam. **Ans. Granted.**

By ten o'clock, the British flag was hoisted on Fort Republique; the whole of the island, defended by 1,200 militia, besides a considerable number of regular troops, having been reduced, and brought into the quiet possession of the English, by a force not exceeding 800 effective men, in less than four hours. The splendour of this achievement might well excite the astonishment of the commander in chief; who, it is said, had calculated, that no less a force than ten sail of the line, and 10,000 land forces, would be necessary for the capture of the island which had been thus subdued by a mere handful of men.

Vice-admiral Dacres, in his official dispatches announcing the event to Government, thus handsomely expressed his approbation of the gallant conduct of the captors:—"Whilst I contemplate the immense strength of the harbour of Amsterdam, and the superior force contained in its different batteries opposed to the entrance of the frigates, I know not how sufficiently to admire the decision of Captain Brisbane in attempting the harbour, and the determined bravery and conduct displayed by himself, the other three captains, and all the officers and men under his command; and is another strong instance of the cool and determined bravery of British seamen."

**List of killed and wounded on board his Majesty's
squadron on this occasion:**

Arethusa—2 seamen killed, 5 seamen wounded.

Latona—1 seaman killed, 2 seamen wounded.

Anson—None killed, 7 seamen wounded.

Fisgard—None killed, none wounded.

Total—3 seamen killed, 14 seamen wounded.

List of killed and wounded on board the Hatslar frigate, Surinam sloop, and Flying-fish schooner :

Hatslar—C. J. Evertz, commandant, killed ; G. B. Z. Gerond, second purser, ditto ; A. Graaf, chief mate, badly wounded ; J. J. N. Giblesperd, steward, killed ; William Maumbers, seaman, ditto ; Henrey Driel, seaman, ditto.

Surinam—Jan Van Nes, captain, dangerously wounded ; Jean Baptiste, lieutenant, ditto ; G. B. Biltner, midshipman, ditto ; Arend Arens, seaman, ditto ; Ferdinand Ballatin, seaman ditto, (since dead).

Flying-fish—G. H. V. A. Hinget, gunner, dead ; M. S. Giblesperd, seaman, wounded.

Immediately after the capture, Captain Brisbane proceeded to disarm the militia—a most politic measure, considering the very slender state of the British force—and to administer, to the inhabitants of the island, the oath of allegiance to his Britannic Majesty. The Dutch governor having refused to take that oath, Captain Brisbane constituted himself his successor, *pro tempore*, and assumed the functions of government accordingly.

The next event which we have to notice was less glorious, and less advantageous in its result.—At the close of 1806, Admiral Sir Thomas Louis had been appointed to cruise off the Dardanelles ; the intriguing politics of France having rendered it necessary most closely to watch the movements of the Porte, whose proceedings were exceedingly suspicious. The Canopus, of 84 guns, Rear Admiral Louis, the Eurytion, of 44 guns, and another frigate, were stationed directly opposite the Grand Seignior's seraglio ; and the Thunderer, of 74 guns, with the Standard, of 64, and two frigates, were

anchored to command the passage of the Dardanelles. About this time a Russian frigate, from the Mediterranean, passed the Dardanelles, without molestation from the Turkish batteries; but Sebastiani, the French ambassador, remonstrated violently against this circumstance. Mr. Arbuthnot, however, the British envoy, gave in such a representation of the business, as, for a time, fully satisfied the Turkish government.

At length the intrigues of France gained the ascendant; the conduct of the Porte became more and more suspicious; such of the British subjects at Constantinople as could be brought off, were received on board of our squadron; and it was found necessary to resort to intimidating, if not to actually hostile measures.

To convey to the reader a correct idea of the subsequent proceeding, we must enter into some details of considerable length; but, first, we shall present a slight outline, or general narrative, as furnished by the following journal of a gentleman who was on board of the *Standard* at the time:

"We sailed from Constantinople on the 29th of January 1807, between the hours of ten and eleven o'clock at night, in His Majesty's ship the *Endymion*, Captain Capel; and such was the hurry in which we went off, that both her cables were cut: we carried easy sail all the night, and anchored the following evening at Galipoli; on the morning of the 31st we sailed for the Dardanelles, and passing Point Pesquin, where the Turkish fleet was anchored, we saluted the Captain Pacha, whose flag was flying in a frigate of 36 guns, and which returned our salute gun for gun. Soon after, we passed the straits of Sestos and Abidos, where we saluted the castles according to custom, and had the sa-

lute returned. We anchored about two or three miles below Abidos, when we joined Sir Thomas Louis, in the *Canopus*, together with the *Thunderer* and *Standard* line of battle ships; here all the British subjects who were brought away from Constantinople, by the ambassador, were distributed on board the several ships of war, and I was embarked in the *Standard*, Captain Thomas Harvey. About four o'clock, P. M. of the same day, the squadron weighed, and dropt to the entrance of the Hellespont, and remained there until the following morning, first February, when we weighed again, and anchored off the island of Tenedos soon after.

On the 6th of February the *Active* frigate arrived from Malta, with the intelligence of the arrival at that place of Sir John Duckworth, having the command of five sail of the line and two bombs, and of their intending speedily to join us. On the 8th February, the *Glatton* man of war arrived from Smyrna, having on board the English gentlemen and their families, who had left that place by order of the ambassador. On the 10th February, in the forenoon, the squadron under the orders of Sir John Duckworth joined us, consisting of the *Royal George* and *Windsor Castle*, three-deckers, the *Pompée*, Admiral Sir Sidney Smith, the *Repulse* and *Ajax*, two-deckers, and the *Lucifer* and *Meteor*, bombs. On the 11th February, in the morning, the whole fleet weighed, and stood for the entrance of the Dardanelles, but the wind not being fair, we were obliged to anchor off Cape Janissary. The *Glatton* with a convoy of merchant ships, which she brought from Smyrna, remained at anchor off Tenedos. Nothing of any consequence transpired in the fleet till on the night

of the 14th of February, when signals of distress were made by the Ajax, and presently after she was perceived to be on fire. The rapidity of the flames was such, that in less than a quarter of an hour the whole ship was one entire blaze. She then parted her cables, and drifted on the island of Tenedos, where she was entirely consumed. Notwithstanding every possible assistance was afforded to the Ajax, by the ships of the squadron, more than three hundred and fifty men perished in the flames, or met a watery grave.

“ On the 19th February, the wind being fair, the Admiral made the signal, at day-break, for the whole fleet to weigh, and shortly after the whole squadron stood for the entrance of the Dardanelles, in line of battle, as follows: Canopus, Sir Thomas Louis, led the van; Repulse; Royal George, Sir John Duckworth; Windsor-Castle; Standard, having the Meteor bomb in tow; Pompée, Sir Sidney Smith; Thunderer, having the Lucifer bomb in tow; and the Endymion and Active frigates following. Our ship, and the Thunderer and Active frigates were previously put under the orders of Sir Sidney Smith, and had consequently hoisted the blue ensign. As soon as the leading ship was abreast of the first castles, they opened a brisk fire upon it, and continued so, as each ship passed in succession, until the squadron was through. Not a single gun was fired by our line of battle ships at the first castles; the Lucifer and Meteor bomb threw a few shells at them; a heavy discharge of cannon also was continued upon us from some batteries erected on the heights of the European coast of the Hellespont. The van ship of the line having reached the castles of Sestos and Abidos, a most tremendous cannonade was opened upon them, which was

briskly returned by each ship in her turn. We next came to a Turkish fleet, which was anchored off Point Pesquin, and covered by a mud battery of thirty-seven guns; it consisted of a line of battle ship, and eleven other ships of war, including frigates, corvettes, brigs, and gun-boats. Our van ships exchanged shots with the Turkish fleet as well as with the battery of Point Pesquin, and having passed, anchored about three or four miles above the Point. On our coming abreast of the enemy's fleet the signal was made by Sir Sidney Smith to the ships of his division to engage it, and presently after the Pompee, Thunderer, and Standard, anchored within shot of them, the Active continuing under sail. Our ship anchored in the midst of the Turkish fleet, and within three hundred yards of the battery of Point Pesquin; we continued a close engagement with the enemy for three-quarters of an hour, when the Turkish ships of war cut their cables, and drifted on shore; our firing also flanked the batteries, the Turks could not stand to their guns, and made off with the greatest precipitation. Such also of the crew of the Turkish fleet as could make off, got on shore; the rest were taken out by our men, and landed on the Point, after which the ships were set on fire, and all of them blown up, except a corvette, which was left at the straits of Point Pesquin in charge of the Active frigate. The loss on our side was very trifling, when compared with the arduous task which we had to perform, or the slaughter on the part of the Turks. Stone shot of between the weight of 700 and 800lbs. were discharged at us from all the Turkish castles, and several struck our ships, but the damage was trifling. Our ship received no damage from the large shot of the castles, but was

the greatest sufferer of any, having been materially damaged in her masts and rigging.

"The Turkish fleet having thus been destroyed, and the guns of the battery of Point Pesquin spiked, our next care was to repair our damage, which having done, we were again under weigh, and ready for action at four o'clock in the afternoon.

"It is to be observed, that the Standard's boat, which was dispatched with Captain Nichol's, of the Royal Marines, had the honour of carrying off the Captain Pacha's flag, which continued flying until it was struck by Captain Nichol's himself.

"Having now joined the Admiral in Chief, and the signal for weighing being made to the ships which were anchored with him, the whole squadron sailed, and stood for Constantinople, with a very strong fair wind, but not having carried much sail during the night, and the wind lessening next day, we reached the Prince's islands with difficulty that night, where we anchored. During our stay at this anchorage, the Admiral having obtained information that the Turks had thrown troops and guns on the island of Proti, near which the fleet was anchored, and on which the only habitation existing is a Greek monastery, inhabited by a few monks and nuns. Orders were issued for boats manned and armed, to drive the Turks away, and for the Repulse to weigh and cover their landing. The Turks as soon as they saw the boats coming, took to their boat, and made off; our men landed, and brought off the cannon which were on the island. On the evening of the same day the Admiral got information, that some Turks that could not effect their escape in the morning, had taken refuge in a monastery. Several boats were immediately

manned and armed, and sent on shore; an attack was accordingly made on the monastery, but the Turks being expert rifle-men, picked off our men as they advanced, and such was the slaughter, that they were obliged to retreat, leaving the dead bodies on the island. Captain Kent, of the Royal Marines, belonging to the Canopus, and Lieutenant Belisle, of the Royal George, were killed; several men also lost their lives, and several officers and men were wounded. Thus the Turks were suffered to enjoy their victory, no attempt being made after to drive them away. On the 21st at day-break, I was despatched to Constantinople in a flag of truce, with letters for the Turkish Government, from the Admiral in Chief and the Ambassador. In our way to the harbour we stopped a boat with two Greeks in it, who informed us that the greatest bustle prevailed in the city, and that great warlike preparations were going on; that the greatest tranquillity prevailed in it until the 20th, at nine o'clock in the morning, when a Turkish brig of war which saw the British fleet pass the Dardanelles, cut her cables, and brought the intelligence to the Porte. We remained negotiating with the Porte till the first of March, and the signal having been made for sailing, we weighed and stood tacking off and on the coast of the Seven Towers until night; after dark, we shaped our course for the Dardanelles. On the 2d of March, in the evening, the signal for anchoring being made, the squadron dropped anchor accordingly three or four miles above Point Pesquin, where it remained till next morning, 3d March, when we all again made sail, and stood for the straits of the Dardanelles; previous to our weighing anchor, the Turkish corvette which was left at Point Pesquin in charge of the Active

frigate, was given to a few Turkish prisoners, and she hoisted Turkish colours. As soon as the squadron got within shot of the battery of Point Pesquin, the Turks commenced firing upon us, and continued a well-directed fire, until the whole squadron was through, our ship returning a very brisk cannonade; the castles of Sestos and Abidos, as well as the batteries we passed, successively engaged with us, until we were beyond the reach of their guns, and we anchored off Cape Janissary.

"When we were abreast of the castle of Sestos, we received a stone shot weighing 770 pounds, six feet eight inches in circumference, and two feet two inches in diameter; it entered our lower deck, killed five people outright; and having set fire to the salt boxes, which were on the deck for immediate use, caused an explosion which wounded forty-seven men. The alarm being given of the ship's being on fire, several of the men jumped overboard, and were never more heard of. Some of the other ships of the fleet also received large stone shots; the Windsor Castle in particular had her mainmast shivered to pieces by one of them. On the 7th of March, in the morning, we were joined in the roads of Tenedos by a Russian fleet of seven sail of the line, all two deckers, and two frigates, under the orders of Vice-Admiral Chechauff, and Rear-Admiral Creig.

"I embarked the 10th March, on board the Windsor Castle, Captain Boyles, going to Malta to repair her damage, and sailed the 12th March, in the morning, leaving the rest of the English squadron, together with the Russian fleet, at anchor in the roads of Tenedos. On the 20th March, at twelve o'clock at noon, we anchored in the harbour of Malta."

. After the above, it becomes necessary to lay before the reader the substance of Admiral Duckworth's official dispatches on the subject, which will be found in the following extracts:—

“ *Royal George, off Constantinople, Feb. 21, 1807.*

“ A quarter before nine o'clock, A. M. (Feb. 19th) the whole of the squadron had passed the outer castles, without having returned a shot to their fire (which occasioned but little injury). This forbearance was produced by the desire his Majesty's minister expressed to preserve every appearance of amity, that he might negotiate with the strongest proof of the pacific disposition of our Sovereign towards the Porte; a second battery on the European side, fired also with as little effect. At half past nine o'clock, the Canopus, which, on account of Sir Thomas Louis's knowledge of the channel, joined to the steady gallantry which I had before experienced, had been appointed to lead, entered the narrow passage of Sestos and Abidos, and sustained a very heavy cannonade from both castles, within point blank shot of each. They opened their fire upon our ships, as they continued to pass in succession, although I was happy in observing, that the very spirited return it met with had so considerably diminished its force, that the effect on the sternmost ships could not have been so severe.

“ Immediately to the N. E. of the castles, and between them and Point Pesquies, in which a formidable battery had been newly erected, the small squadron [of one 64 gun ship, and five frigates; all Turkish] which I have alluded to, were at anchor. The van division of our squadron gave them their broadsides as they passed, and Sir Sydney Smith with his division closed into the midst; and the effect of the fire was such, that in half

an hour the Turks had all cut their cables to run on shore. The object of the Rear Admiral was then to destroy them, which was most rapidly effected; as in less than four hours the whole of them had exploded, except a small corvette, and a gun-boat which it was thought proper to preserve. I inclose to your Lordship a statement of their number; and when I add also an account of the loss his Majesty's ships have sustained, I cannot help expressing my satisfaction that we have suffered so slightly; as had any of their stone shot, some of which exceed eight hundred weight, made such a breach between wind and water, as they have done in our sides, the ship must have sunk; or had they struck a lower mast in the centre, it must evidently have been cut in two; in the rigging too, no accident occurred than was not perfectly arranged in the course of the next day. The sprit-sail yard of the Royal George, the gaff of the Canopus, and the main top-sail yard of the Standard, are the only spars that were injured.

"The battery on the Point, of more than 30 guns, which had it been completely finished, was in a position to have annoyed the squadron most severely in passing, was taken possession of by the Royal Marines and boats' crews of the rear-division; the Turks having retired at their approach, and the guns were immediately spiked. This service was performed under the direction of Captain Nicholls, of the Standard's marines.

"At a quarter past five, P. M. the squadron was enabled to make sail; and on the evening of the next day, the 20th, came to anchor, at ten o'clock, near the Prince's islands, about eight miles from Constantinople, when I dispatched Captain Capel, in the Endymion, to anchor near the town, if the wind, which was light,

would permit the ship to stem the current ; to convey the Ambassador's dispatches to the Sublime Porte in the morning, by a flag of truce ; but he found it impracticable to get within four miles, and consequently anchored at half-past eleven o'clock, P. M.

*Royal George, without the Dardanelles,
March 6, 1807.*

" Had it been then in our power, we should have taken our station off the town immediately, but as that could not be done from the rapidity of the current, I was rather pleased than otherwise, with the position we had been forced to take ; for in the conferences between his Majesty's minister, Mr. Arbuthnot, and the Captain Pacha, of the particulars of which, your Lordship is in possession, it was promised by Mr. Arbuthnot, that even when the squadron had arrived before Constantinople, the door to pacification should remain open, and that he would be willing to negotiate on terms of equality and justice. In consideration of this promise, and as it would convince the Porte of his Majesty's earnest desire to preserve peace, as well as possess her ministers with a confidence of the sincerity of our professions, it was the opinion of Mr. Arbuthnot, in which I concurred, that it was fortunate we had anchored at a little distance from the capital, as a nearer approach might have given cause for suspicion and alarm, and have cut off the prospect of an amicable adjustment of the differences which had arisen.

" At noon, of the 21st, Ysan Bey, a minister of the Porte, came off ; from whose expressions Mr. Arbuthnot thought it impossible not to believe, that in the head of the government (for in the present instance

every circumstance proved, that between him and the armed populace, a great distinction is to be made) there really existed a sincere desire for peace; and the negotiation was carried on, as will appear by the documents transmitted to your Lordship, till the 27th; but from the moment of our anchorage, till we weighed, on the morning of the 1st of March, such was the unfortunate state of the weather, that it was not at any time in our power to have occupied a situation, which would have enabled the squadron to commence offensive operations against Constantinople. On Sunday the 22d, alone, for a few hours, the breeze was sufficient to have stemmed the current where we were placed; but such was the rapidity on shore, where the *Endymion* was at anchor, that Captain Capel thought it very doubtful whether the squadron could have obtained an anchorage, though it had been in preparative readiness, by signal, from day-break; but the peculiar unsettled state of the weather, and the minister's desire that I should give a few hours for an answer to his letter, through Ysan Bey, prevented me from trying. Before five o'clock, P. M. it was nearly calm; and in the evening the wind was entirely from the eastward, and continued light airs or calms till the evening of the 28th, when it blew fresh from the N. E. and rendered it impossible to change our position.

"The strength of the current from the Bosphorus, with the circuitous eddies of the Port, rendered it impracticable to place ships for an attack without a commanding breeze; which, during the ten days I was off the town, it was not my good fortune to meet with.

"I now come to the point of explaining to your Lordship the motives which fixed me to decide on re-

passing the channel of the Dardanelles, and relinquishing every idea of attacking the capital; and I feel confident that it will require no argument to convince your Lordship of the utter impracticability of our force having made any impression, as at this time the whole line of the coast presented a chain of batteries; twelve Turkish line of battle ships, two of them three-deckers, with nine frigates, were with their sails bent, and apparently in readiness, filled with troops; add to this, near two hundred thousand, were said to be in Constantinople, to march against the Russians; besides there was an innumerable quantity of small craft, with boats; and fire vessels had been prepared to act against us. With the batteries alone we might have coped, or with the ships, could we have got them out of their strong hold; but your Lordship will be aware, that after combating the opposition which the resources of an empire had been many weeks employed in preparing, we should have been in no state to have defended ourselves against them as described, and then repass the Dardanelles. I know it was my duty, in obedience to your Lordship's orders, to attempt every thing (governed by the opinion of the ambassador) that appeared within the compass of possibility; but when the unavoidable sacrifice of the squadron, committed to my charge, (which must have arisen had I waited for a wind to have enabled me to cannonade the town, unattended by the remotest chance of obtaining any advantage for his Majesty's service) must have been the consequence of pursuing that object, it at once became my positive duty, however wounded in pride and ambition, to relinquish it; and if I had been already satisfied on the subject, the increased opposition in the Dardanelles would have convinced me I had done right,

when I resolved on the measure as indispensably necessary. I therefore weighed with the squadron, on the morning of the 1st, and as it had been reported that the Turkish fleet designed to make an effort against us, to give them an opportunity, if such was really their intention, I continued so stand on and off during the day, but they shewed no disposition to move. I therefore, as every hour was of importance, bore up at dusk with the squadron; we arrived off Boint Pesquies towards the evening of the 2d instant; but the day-light would not admit of our attempting to pass the castles, and the squadron came to anchor for the night: we weighed in the morning; and, when I add that every ship was in safety outside of the passage, about noon, it is not without the most lively sense of the good fortune that has attended us.

“ The Turks had been occupied unceasingly in adding to the number of their forts; some had been already completed, and others were in a forward state. The fire of the two inner castles had, on our going up, been severe; but I am sorry to say, the effects they had on our ships, returning, has proved them to be doubly formidable; in short, had they been allowed another week to complete their defences throughout the channel, it would have been a very doubtful point, whether a return lay open to us at all. The manner in which they employed the interval of our absence has proved their assiduity. I transmit to your Lordship, an account of the damages sustained by the respective ships; as also, their loss in killed and wounded, which your Lordship will perceive is far from trifling. The main mast of the Windsor Castle being more than three quarters cut through, by a granite shot of eight hundred weight, we

have found great difficulty in saving it. I have the honour to be, &c.

(Signed)

J. T. DUCKWORTH.

Abstract of the killed and wounded on board his Majesty's ships, under the orders of Vice-Admiral Sir John Thomas Duckworth, K. B. in forcing the passage of the Dardanelles, on the 19th of February, at the attack of *Prota*, the 27th; and on returning through the Dardanelles, on the 3d of March, 1807 :

Total.—1 Officer, 33 seamen, killed; 10 officers, 3 petty officers, 169 seamen, wounded; 4 seamen missing, from the *Standard* ;---1 officer, 7 privates of marines, killed; 4 officers, 2 non-commissioned officers, 33 privates of marines, wounded.

Grand total.---42 killed, 235 wounded, and 4 missing.

The failure of this expedition was the subject of much conversation; and it was at one time generally understood, either that Sir John Duckworth would be brought to a court-martial by Government, or that he would himself demand a trial of that nature, in order that his conduct might be exhibited through a correct medium.

Whether any state reasons intervened, to render such an investigation impolitic; whether his Majesty's present ministers approved of Sir John Duckworth's conduct; and whether Sir John rested satisfied with such approbation, if given, are points to which we are wholly incompetent to speak. His conduct was never before impeached by any party or set of men; but certain it is, that the friends of the late ministers most vociferously insisted, that their orders, respecting the proceedings of the squadron before Constantinople, were not obeyed.

There is a circumstance relating to this expedition, which must attract the notice of every person. *There*

were no land forces on board. How is this to be accounted for? Was it an oversight, or was it expected that the Turks would accede to the terms of the English, immediately that they should be proposed? If there had been a sufficient number of troops on board of the squadron, they might have been landed in detachments; and, as the forts of the Dardanelles were unprotected on the land side, they might have been thus speedily demolished, or at least have been rendered incapable of injuring any ship which might attempt the passage. The castles of Sestos and Abydos were particularly deserving of attention in this respect. The advantages which would have resulted from such a mode of proceeding must have been obvious to every one. Had the forts which protect the passage of the Dardanelles been dismantled, Sir John Duckworth's squadron might have remained in the sea of Marmora as long as he had pleased; and might also have been in the constant and regular receipt of such supplies and reinforcements as it should have been deemed expedient to send. Thus, the expedition *must*, ultimately, have experienced a favourable termination.

It is not a little remarkable, that so interesting and important a document as Sir Sidney Smith's report to Sir John Duckworth, concerning his successful attack upon the Turkish squadron, already alluded to, should not have been officially given to the public. Convinced, however, that it must materially tend to the gratification of our readers, and that it will be considered as an act of justice to those individuals whose merits seem to have been overlooked by the higher powers, although so properly noticed and recommended by their immediate

and heroic chief, we have with some difficulty procured the following authentic copy of this report:---

*His Majesty's ship Pompée, within the Dardanelles,
February 20, 1807.*

" Sir,---In reporting to you the entire completion of the service you were pleased to order should be executed by the rear division under my immediate direction, I need not inform you that the ships were anchored in the thick of the Turkish squadron, and in close action with them, as you must have observed it ; but as the intervention of the land after you passed the point, prevented your seeing the subsequent operations, it is my duty to acquaint you therewith.

" The Turks fought desperately, like men determined to defend themselves and their ships as long as they could ; but the superiority of our fire, within musket-shot, obliged them in half an hour to run on shore on Point Pesquies, or Nagara Burun. As the redoubt on the point continued to fire, also as the ships kept their colours up, and the part of their crews which had deserted them remained armed on the beach, while a considerable body of Asiatic troops, both horse and foot, appeared on the hills, it was necessary to make an arrangement for boarding them, with some precaution ; at the same time, that it was of consequence to press them closely before they recovered from the impression and effect of our cannonade. A few shells from the Pompée dispersed the Asiatics, and convinced them that we commanded the ground within our reach, and that they could not protect the green standard they had hoisted, which I caused to be brought off by Lieutenant Oates, of the Pompée marines, that they might not rally there again. The Standard's guns bearing best on the frigates

on shore, I sent the Thunderer's boats to that ship to be employed with her own, under the direction of Captain Harvey, making the signal to him to destroy the enemy's ships in the N. E. The Active's having been previously made to follow and destroy a frigate, which had cut her cable to get from under the Thunderer's and Pompée's fire, and ran on shore, on the European side, in the N. W. at the same time Lieutenant Beercroft, of the Pompée, was detached to take possession of the line of battle ship, on which the Thunderer's and Pompée's guns could still bear, under the protection likewise of the Repulse, which you had considerably sent to my aid; that officer brought me the captain and second captain, the latter of whom was wounded, also the flag of the rear-admiral who had escaped on shore, which I shall have the honour of presenting to you. The whole of the Turks were landed, in pursuance of your orders, including the wounded, with due attention to the sufferings of our misguided opponents, as I must call them, for the term enemy does not seem applicable, considering their evident good disposition towards us nationally. The ship was then set on fire by the Repulse's and Pompée's boats, and completely destroyed.

“ Captain Harvey, in making his report to me of the conduct of the boats' crews, under the command of Lieutenants Carter, Waller, and Colby, of his Majesty's ship Thunderer, and of the marines employed with them to board and burn the frigates and corvettes, under the command of Captain Nicolls, speaks in strong terms of the gallantry and ability of them all. The latter, whom I have long known to be an intelligent and enterprising officer, after destroying the frigate bearing the flag of the Captain Pasha, which is preserved to be presented

to you, Sir, landed, and, profiting by the consternation of the Turks, from the explosions on all sides of them, the effects of which occasioned no small risk to him, Lieutenants Fynmore, Boileau, and the party, he entered the redoubt (the Turks retreating as he approached) set fire to the gabions, and spiked the guns, thirty-one in number, eight of which are brass, carrying immensely large marble balls; as, however, the expected explosion of the line of battle ship made it impossible for the boats to stay long enough to destroy them effectually with their carriages, or to level the parapets, the wicker of the gabions being too green to burn, I have directed Lieutenants Carrol and Arrabin, of his Majesty's ship *Pompée*, and Lieutenant Lawrie, of the marines, to continue on that service, with the Turkish corvette, and one gun-boat, which you will observe by the return were not destroyed, and to act under the protection and direction of Captain Mowbray, of his Majesty's ship *Active*, whose name I cannot mention without expressing how highly satisfied I am with the able and gallant manner in which he executed my orders to stick to the frigate with which he was more particularly engaged, and to destroy her. Captain Talbot placed his ship admirably well in support of the *Pompée*, thereby raking the line of battle ship and the frigate we were engaged with, when I made his signal to anchor, as the *Pompée* had previously done, under the directions I gave for that purpose to Captain Dacres, which were promptly and ably executed; Mr. Ives, the master, applying his local knowledge and experience, as I had a right to expect from his long tried abilities, while Lieutenant Smith made my signals to the squadron in rapid succession, and with precision. Captain Harvey merits my entire ap-

probation, for placing the Standard in the manner in which he did, and for completing the destruction of the others. Much as I must regret the loss of the Ajax, as a most efficient ship in my division, I have felt that loss to be in a great degree balanced, by the presence of my gallant friend, Captain Blackwood, and the surviving officers and men, whose zeal in their voluntarry exertions on this occasion does them the highest credit; in short, all the captains, officers and men concerned, merit that I should mention them in high terms to you, Sir, as their leader, whose example we humbly endeavoured to follow. The signal success that has attended the general exertion under your direction speaks more forcibly than words.

“ I have the honour to be, &c.

“ (Signed) W. SIDNEY SMITH.”

Vice-Admiral Sir John Thomas Duckworth, K. B.

A return of Turkish ships and vessels taken and destroyed by a division of ships under the immediate direction of Rear-Admiral Sir Sidney Smith, K. S. and orders of Vice-Admiral Sir John Thomas Duckworth, K. B. off Point Pesquies, February 19, 1807.

Burnt.—One line of battle ship, of sixty-four guns, four frigates, three corvettes, one brig, and two gun-boats.

Taken possession of.—One corvette, one gun-boat.

A return of killed and wounded on board a division of ships under the immediate direction of Rear-Admiral Sir William Sidney Smith, K. S. and orders of Vice-Admiral Sir John Thomas Duckworth, in forcing the passage of the Dardanelles, the subsequent engagement with, and destruction of the Turkish squadron anchored off Point Pesquies, the 19th February, 1807.

Standard.---Captain T. Harvey; Mr. William Shoe-bridge, boatswain, wounded; five men wounded.

Pompée.---Captain R. Dacres; five men wounded.

Thunderer.---Captain J. Talbot; Lieutenant S. Waller, wounded; four men killed, and thirteen wounded.

Endymion.---Captain Hon. T. B. Capel. No returns.

Active.---Captain R. H. Moubray. No returns.

(Signed) W. SIDNEY SMITH.

Comparative list of the number of guns belonging to the Turks at Point Pesquies (or Nagara Burun) within the Dardanelles, and those belonging to the rear division commanded by Sir Sidney Smith, which continued engaged till the final destruction of the Turkish squadron, then anchored to dispute the passage on the 19th of February, 1807, directed by Vice-Admiral Sir John Duckworth:

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Standard.....	64	Redoubt.....	31
Pompée.....	80	One Ship of.....	64
Thunderer.....	74	One frigate.....	40
Active.....	38	Two do. of 36 each..	72
Total.....	256	One of.....	32
		One corvette of....	22
		One do.....	18
		Two of 10 each....	20
		One brig of.....	8
		Two gun-boats of 1 each	2
		Total.....	309
		British.....	256

Number of guns in favour of the Turks..... 53

The loss of his Majesty's ship *Ajax*, already alluded to, is thus related in a letter from an officer in the squadron under Sir J. T. Duckworth:

“ Our force has lately experienced a diminution from an event which I now with grief relate to you. Valentine's Day was, indeed, a sad one for the unfortunate *Ajax*. At half-past nine on the evening of that day, the *Ajax* took fire in the bread-room, and in ten minutes she was in a general blaze from stem to stern; the wind blew fresh from the N. E. which prevented the boats of the ships to leeward from rendering any assistance; but from those to windward, and near her, she was well enough supplied to save upward of 400 of her people! and those may consider themselves as most providentially preserved, as it had blown a gale all the day, and for two or three days before, and fell moderate towards the evening—a continuance of the gale would probably have rendered all assistance impossible. The fire, it appears; had been for some time (comparatively speaking,) kindling in the bread room before the alarm was given; for when the first Lieutenant, and many others, broke open the door of the surgeon's cabin, the after bulk-head was burst down by the accumulated flames and smoke abast it, and so rapidly made its progress through the cock-pit, that it was with difficulty he could regain the ladder, and most of those who accompanied him were suffocated in the attempt. On reaching the quarter-deck he found the fire had out-ran him, and Captain Blackwood agreeing with him that she was past all remedy, they both ran forward, (where the majority of the people were assembled, calling most piteously on their God for that help they despaired of getting, although many boats were approaching them, so rapidly

did the fire work its way forward) and leapt from the sprit-sail-yard, when the Canopus's boat fortunately picked them up. At this time the boats were assembling under the ship's bows, and saved most who still clung to them; though many, naked, benumbed with cold, and pressed on by others, let go their hold and perished, as did every one who imprudently on the first alarm jumped overboard. The boats, however, cleared her bows, though many of them were in imminent danger of swamping, from the number of the poor creatures who were clinging to the gun-wales, and who were obliged to be forced off, and left to perish, for the safety of the rest. The ship burnt all night, and drifted on the island of Tenedos, where she blew up at five next morning, with a most awful explosion. The unhappy sufferers of her ward-room are, Lieutenant Rowe, Lieutenant Sibthorpe, Captain Boyd, of the Royal Marines; Mr. Owen, surgeon; and Mr. Donaldson, master. The gunner, unhappy father! had thrown one child overboard, which was saved; but, going down for another, perished in the flames. Of forty-five midshipmen, of every description, about twenty are saved. A son and a nephew of the late Captain Duff, and who were with him in the Mars when he gloriously fell in the action of Trafalgar, are among the survivors. Three merchants of Constantinople were on board, two perished; also a Greek pilot. One woman, out of three, saved herself by following her husband with a child in his arms down a rope, from the jib-boom-end. The purser's Steward and his mate, and the cooper, are missing. The occasion of the accident cannot, indeed, be ascertained; but that there was a light in the bread-room when there ought not to be one, is certain. Seve-

ral of the people died after they were got on board the different ships, the rest were distributed among the squadron."

Shortly after the return of Sir J. T. Duckworth through the passage of the Dardanelles, that place was again destined to be the scene of naval action. On the 11th and 19th of June two engagements took place between the Turks and Russians; the latter of which terminated with the loss of three Turkish ships of the line, and three frigates; a circumstance which also led to the capture of the island of Tenedos, by the Russians. As an article of some curiosity and interest, the official account of these actions, by the Russian Admiral Siniavin, is here worthy of preservation.

"On the 7th of May," says he, "eight Turkish ships of the line, six frigates and smaller vessels, with about fifty gun-boats, passed the straits of the Dardanelles, and steered towards Tenedos. Admiral Siniavin, for several reasons, got under sail with his squadron, consisting of ten ships of the line, and steered his course towards the island of Ymbro. The Turks, wishing to avail themselves of his absence for landing their troops upon the island of Tenedos, made two attempts for this purpose on the 8th, when they were repulsed with great loss by a division of troops from the fortress, under the command of Major Gedeonow; of course they did not attempt to land a third time, but steered over to the coast of Natolia, and concealed themselves in the creeks.

"On account of contrary winds, and a strong current, we could not make any attack on the Turkish fleet on the 8th or 9th; but on the 10th, at two in the afternoon, the wind being favourable, an attack was determined upon. However, our ships were scarcely got under weigh, when the Turks also weighed anchor, and

attempted to gain the Dardanelles under full sail. Our ships pursued them to the mouth of the Straits, and cannonaded them two hours during their passage. The enemy's ships were so precipitate in their flight, that three of them were stranded between the batteries and the promontory of Asia; most of them were considerably damaged in their hulls, and had a number of killed.

"The Turks, having received a reinforcement of ships of war and frigates from Constantinople, made their appearance again on the other side of the Dardanelles, on the 10th of June. They had now ten ships of the line, six frigates, and five smaller vessels; among the former were three flag-ships, one of them a three-decker, carrying the Captain Pacha's colours, and two others with an admiral's flag. Near the island of Ymbro, they cast anchor, and formed the line of battle. In consequence of contrary winds and currents, our squadron could not approach them during three days; but on the evening of the 14th, we got under weigh with a favourable breeze.

"On the 15th, being on the other side of the island of Ymbro, and unperceived by the enemy, we learnt they had weighed anchor, and steered for Tenedos. At the same time a number of boats, with Turkish troops on board, made their appearance from the coast of Asia, upon which the Russian garrison of Tenedos immediately got under arms, and occupied the most important posts and shores of the island. When the enemy's ships came within half cannon-shot of the fort, they were fired upon not only by the fort, but by the sloops in the harbour, upon which they made their boats approach the northern side of the island, and there attempt a landing but they were repulsed.

“ Next morning, at day-break, the Turkish frigates and gun-boats opened their fire upon our works, and at the same time they caused a great number of vessels, with troops on board, to approach the island from the coast of Anatolia. To oppose this landing, the Russian commandant detached three hundred men; but before they could arrive at the place of destination, the Turks had succeeded in landing a thousand men, under cover of their frigates and ships of the line. The continual fire of grape and cartridge from those vessels left the small Russian detachment no choice as to the propriety of retiring.

“ The enemy well knowing the weakness of the fort, flattered themselves with the hope of making themselves masters of it, with little or no difficulty: accordingly, on the 17th, they again approached it with their whole squadron, and one ship of the line and a frigate kept up a cannonade against it during three hours; but when the enemy observed that our squadron approached Tenedos, they got a part of their troops on board with the utmost precipitation, and stood out to sea.

“ The wind having changed in the night of the 13th, our squadron was detained till the 17th, in its passage between the island of Ymbro and the European coast; but on the 17th, with the north wind in their favour, they bore up for Tenedos, and observing that the enemy's small craft, with troops, were still upon the coast, the Russian row-galleys were ordered to attack them. A part of them were sunk by the galleys, and the rest dispersed.

“ As soon as the fort had been supplied with necessities, and dispositions made for preventing the approach of the enemy's vessels, the frigate *Venus*, and the *Spitzbergen* sloop, were left to protect the coast. On the

18th, the Russian fleet were again under sail, steering their course for Lemnos, where they hoped to find the Turks. On the 19th, at day-break, they descried, as they expected, ten ships of the line, five frigates, and an equal number of small vessels. The Turks formed their line without delay. Our side followed their example, with the intention of attacking the enemy's flag-ship. Our ship *Raphail* was the headmost in our line, and when bearing down upon the enemy, it was observed that the Turks opened their fire at a very great distance. Our ship *Raphail*, on the contrary, being ordered to attack the enemy's flag-ship, retained her fire till she was within a very small distance from her opponent; but on account of receiving so much damage in her sails, as not to be able to bear up against the wind, she was driven into the enemy's line. At the same time Vice-Admiral Grieg was ordered by Admiral Siniavin to attack the enemy's van, consisting of one ship of the line, and two large frigates. These frigates being soon disabled and obliged to retire, the *Raphail* broke through the enemy's line, when she was fired upon by several of their ships of war; and Vice-Admiral Siniavin, who bore down to support the *Raphail*, was in a short time rendered unable to continue the conflict.

"A calm succeeding immediately after, as it was impossible for the ships to manœuvre, they became so far separated from the enemy's squadron, as to give them an opportunity of repairing their damages. As soon as the wind began to blow a little fresh, Admiral Siniavin made the signal for pursuing some of the enemy's ships of the line, and two frigates that were a considerable way behind the rest of the squadron.

"In the following night, the ship of the Captain Bey, which was damaged more than the rest, was taken, with

Becker Bey, and seven hundred and seventy-four men on board. This vessel carries eighty pieces of brass cannon, and is in every respect a very fine ship.

"On the following day, Vice-Admiral Greig, with three ships, was ordered in pursuit of an enemy's ship of the line, and two frigates, that were discovered between Famo and the promontory of Asia. When the Turks found it was impossible to escape, they ran their ships aground, and, after getting the people on shore, set fire to the vessels.

Our three ships having returned to the squadron, Admiral Siniavin lost no time in proceeding to the island of Tenedos, with the view of affording the garrison the necessary assistance.

"During the passage to Tenedos, on the 22d, a smoke was observed near the island of Tasso, where the Turkish fleet had been defeated, and some firing heard ; and upon our arrival at Tenedos, we learned, that it arose from the burning of one of the enemy's ships and a frigate, which had been considerably damaged during the action.

"The result of the last action had been the loss of three Turkish ships of the line and three frigates.

"On the 26th, after Admiral Siniavin had taken proper measures for investing the island on all sides, and for cutting off all communication between the enemy and the continent, wishing to spare the effusion of blood, he sent a proposal to the commandant of the Turkish troops upon the island to evacuate it ; and offering them a free passage to the coast of Asia. In consequence of this offer, on the 27th, the Turkish commandant sent an officer to announce his acceptance of this proposal ; and in order to relieve the garrison as soon as possible from the blockade it was under, the Turkish army, con-

sisting of four thousand six hundred men, were transported over to the Asiatic coast, on the 28th.

“Admiral Siniavin bestows very high encomiums upon the valour of Admiral Greig, the captains of the rank of post, Malagew, Schaltedg, and Krowwe; the captain of the second rank, Rtiechtochew; and Colonel Padeiski, the commandant of the garrison of Tenedos.

“In these engagements we have lost one hundred and thirty-two privates, three superior officers, the captains Iagnetgew, Lukin, &c. Among the wounded, seventeen officers of the staff, and three hundred and ninety-two privates. On the part of the enemy, in the ships that were taken, there were two hundred and thirty killed, and one hundred and sixty wounded; from which we may infer, that their whole loss must have been considerable. Of the Turkish troops that landed at Tenedos, in the various attempts upon that island, and during the blockade, which lasted ten days, the loss sustained was about one thousand men.”

It has been already seen, that, in consequence of the non-arrival of reinforcements at Buenos Ayres, that colony was wrested from us, on the 12th of August, 1806.

The recal of Sir Home Popham from his command, in that quarter, had been long spoken of, in whispers; but it was not until the 19th of December (1806) when Lord Howick mentioned it in the House of Commons, that the public were in possession of the fact. “As to Sir Home Popham, and Sir David Baird,” said his lordship, “I freely confess, that I was one of those who advised their recal, and upon the ground that they did without orders, and upon their own judgment and responsibility

undertake the expedition to South America. In prosecution of their scheme, they did not leave a single ship of the line to protect the Cape of Good Hope. They even obliged a frigate that was sent out to India with money for the payment of the troops there, to desert the destination that it was intended for, and go upon this South American expedition. Such conduct as this I consider highly reprehensible, and a subversion of all discipline and government. This is not all: Sir Home Popham has chosen to write circular letters to manufacturing towns, on the principle, and from the fatal influence of that patriotic society at Lloyd's, which is held out to the navy as giving greater encouragements than the government of the country. I do consider the conduct of Sir Home Popham, as *highly reprehensible* in a British officer; and, therefore, although *I should be sorry to pronounce strongly* on the conduct of any man, until he has had an opportunity of justifying himself, yet I will say, that there is nothing in the first appearance of this transaction, which a British parliament could approve of."

An attack, so extraordinary, upon the Patriotic Fund, an establishment which reflects so much honour upon the general, as well as upon the individual benevolence of the country, excited the utmost surprise;—surprise, not unaccompanied by a high degree of virtuous indignation. It was justly observed, that the Patriotic Fund had sufficiently explained the principles on which it acted; and that, by that explanation, it had completely refuted the charge of its holding out rewards which might clash with the views and interests of government. That society, it was well known, did not *select* the objects of its munificence; but *modestly* awaited the time,

when government should give the signal for its honorary donations. By the conduct of ministers, on receiving the intelligence of the capture of Buenos Ayres, *they had given that signal*; and the Patriotic Fund, by distributing its rewards amongst the gallant captors, had acted only in unison with the general sentiments of the British nation. Sir Home Popham at length reached England in safety. He arrived in London on the 17th of February; and on the following day, he was put under a formal arrest of the martial of the Admiralty, preparatory to his being brought to trial by a court martial; a measure which had not, in the slightest degree, been intimated to him in his order of recal. An Admiralty order was accordingly issued; and, on the 6th of March, a court-martial, of which Admiral Young was the president, assembled on board his Majesty's ship *Gladiator*, in Portsmouth harbour. By order of the Admiralty, Mr. Jarvis attended as prosecutor. The usual preliminaries having been gone through, the charge against Sir Home Popham was read. This instrument, after noticing the capture of the Cape, proceeds as follows:—

“And whereas it appears, by letters from the said Sir Home Popham to our secretary, dated the 13th and 30th of April following, that with a view to attack the Spanish settlements in the Rio de la Plata, for which he had no direction or authority whatever, he did withdraw from the Cape the whole of the naval force which had been placed under his command for the sole purpose of protecting it; thereby leaving the Cape, which it was his duty to guard, not only exposed to attack and insult, but even without the means of affording protection to the trade of his Majesty's subjects, or of taking possession of any ships of the enemy, which might have put

into any of the bays or harbours of the Cape, or parts adjacent; all which he the said Sir Home Popham, did, notwithstanding that he had received previous information of detachments of the enemy's ships being at sea, and in the neighbourhood of the Cape; and notwithstanding he had been apprised that a French squadron was expected at the Mauritius, of which he informed us by his letter to our secretary, dated the 9th of April, 1806, only four days prior to his departure from the Cape for the Rio de la Plata. And whereas it appears to us, that a due regard to the good of his Majesty's service imperiously demands, that so flagrant a breach of public duty should not pass unpunished, &c."

The court was composed of the following members:—Admiral Young, president; Vice Admirals, Sir E. Gower, Holloway, Rowley, and Stanhope; Rear Admirals, Vashan, Sir J. Coffin, and Sir Richard Strachan; and Captains, Linzee, Scott, Irwin, Greaves, and Boyle. Mr. Jarvis appeared as the prosecutor, assisted by Mr. Bicknell, solicitor.

After the usual formalities, eighteen documents in support of the charge were put in and read. These consisted of instructions to Sir Home Popham, relative to the capture of the Cape, and his conduct subsequently thereto; of dispatches from Sir Home to government, announcing the surrender of the Cape, the capture of the French ship *La Volontaire*, his intention of proceeding to the Rio de la Plata, as an advantageous mode of employing his squadron in the winter season, when the Cape was in perfect safety; the capture of Buenos Ayres, &c. &c.

The case having been closed on the part of the prosecution, Sir Home Popham was called upon for his de-

fence. In answer, he observed, "that the first charges sent to him by the Admiralty, about half an hour after his arrival in town, referred only to *three* documents, by which alone he had supposed the charge was to be substantiated; whereas the *new* charges exhibited against him, and presented to him half an hour after his arrival at Portsmouth, had reference to *eighteen* documents, of which he had not been furnished with copies, nor had he any knowledge of their contents; but having heard them hastily read in court, it was, therefore, expedient for him to take some little time in preparing his defence against the charges in their present novel form, in order to remove any unfavourable impression which they might have made upon the public mind. On this ground he felt himself under the necessity of requesting the indulgence of the court till Monday." The court adjourned to Saturday; but the proceedings of the second day were unimportant.

On the third day, Monday, Sir Home Popham delivered a very animated and impressive speech, of which the following are the most material points:—

He commenced with observing, "That it could but appear extraordinary, that after having devoted the greater part of his life to the service of his king and country, he should be brought to trial by that superior authority to which every officer in his Majesty's naval service looked up for reward and protection, for having employed the means placed at his disposal, in making a successful attack on a possession belonging to the enemy, instead of suffering them to remain inactive and dormant. Without a certain portion of discretionary power no service could be carried on with effect. The success which crowned the united exertions of General

Beresford and himself, seconded by the forces under their orders, was proclaimed, by his Majesty's ministers, to the inhabitants of the British metropolis, by the usual signals of triumph; and the news of the conquest of Buenos Ayres was re-echoed with exultation and gratitude throughout every quarter of the United Kingdom. Under these circumstances, must it not strike every unprejudiced Englishman, that the present trial must have arisen from some other cause than that which was ostensibly set forth in the accusation. He had not the smallest hesitation to assert, that if the administration by which he had been selected, for the command which he had lately had the honour of holding, had still remained in power, he should have received thanks and approbation for his conduct, instead of having been superseded, recalled, and unexpectedly brought to trial. Had the design of his prosecutors been known to him, when he was first ordered home, he might have procured a variety of evidence highly important to his case; particularly with regard to his conduct in South America. Although the Admiralty, in answer to his dispatch announcing the capture of Buenos Ayres, thought proper to mark their disapprobation of his conduct, in having undertaken that expedition without orders, still they were pleased to express the highest approbation of the able and judicious manner in which the expedition had been conducted. From the terms of their letter he had no reason to think that any other punishment was in reserve, than that which its censure conveyed; and to that censure, severe as it was, he had been willing to submit, until he should have the opportunity of assigning such reasons as he flattered himself, would have satisfied the minds of those from whom the censure pro-

ceeded; that, considering all the circumstances, it was completely undeserved. With respect to the charge now before the court, he trusted that he should be able to show, not only that his proceedings were fairly admissible, but such as the ministers under whose orders he sailed to the Cape of Good Hope, fully warranted by their concurrent opinions. An expedition to South America was a favourite object with Mr. Pitt. In the course of his former administration, he took some steps to carry it into effect; and he never lost sight of it, being only restrained from attempting its execution by political reasons, which no longer existed, when he (Sir Home Popham) felt it his duty, for the interest of his country, to proceed from the Cape of Good Hope upon that long projected expedition."

Sir Home Popham next proceeded to notice the change of ministry in 1804; his consulting with General Miranda respecting an expedition to South America, his delivering a memoir to Lord Melville on that subject, his visit to Mr. Pitt at Wimbledon, October 1804, and the *Diadem* being put into commission for him to proceed in her to South America in December following. "The idea," he said, "had never been relinquished by Government. At his suggestion, the armament against the Cape of Good Hope was equipped. When he took his final leave of Mr. Pitt, July 29, 1805, that gentleman had a long conversation with him on the original project of an expedition to South America; in the course of which, Mr. Pitt stated, that the Emperor of Russia was extremely anxious to attach Spain to the coalition; but, on the rejection of such an overture by the Spanish court, it was his fixed intention to execute the long projected plan. Early in February, 1806, af-

ter the capture of the Cape, Sir Home Popham received accounts of the termination of the war in India; in the course of the same month, he heard of the victory of Trafalgar, and of the coalition against France, from which power the Emperor Alexander had not been able to detach Spain. He also learned the fate of the Austrian army; and, on March 4th, by the capture of the *Volontaire* frigate, he ascertained that the Russians had been defeated at Austerlitz, that Buonaparte was in possession of Vienna, and that when Admiral Willemaez sailed from Br^est, he left in that port no more than six ships of war, of which three only were fit for service. He had also reason for believing, that Willemaez's squadron, after cruising a certain time on the Bank of Laquilles, would put into the Brasils for refreshments, and thence proceed to the West Indies. Influenced by this opinion, which ultimately proved correct, he sent dispatches to the East and West Indies, stating his information. With respect to his attack on Buenos Ayres; he had the opinion of Captain Rowley, who was on the Cape station last war; and, of every officer under his command, that the Rio de la Plata formed part of that station. So far from his having left the Cape exposed to attack and insult, he maintained, that through the zeal, ability, and judgment of Lieut. Gen. Sir David Baird, it was in a state of most perfect security. As proof of this assertion, he stated that Sir David Baird had not only furnished a detachment of his garrison, but had actually reinforced General Beresford with a second detachment. As to his having left the Cape without the means of taking possession of any ships of the enemy which might put in there, he submitted to the consideration of the Court,

whether, after the retreat of Willaumez from the Indian sea, the reduction of the French force by Lord Nelson's victory, and the brilliant success of Admiral Duckworth, there was the most distant probability of the arrival of any French ships of war at the Cape. With the exception of the *Cannoniere* frigate, no French ship whatever attempted to enter any of its bays or harbours, and her arrival was a mere fortuitous event, of which, from the situation of the respective harbours, he should not have been able to take advantage, had he remained on his station. Besides, at the time when he left the Cape, the winter season was about to commence, during which, no ships could lie in Table Bay with safety; nor could any attack be made upon the settlement, without incurring the greatest danger to the assailing force. His apparent haste in leaving the Cape, proceeded from the fear, that his arrival in the Rio de la Plata might be retarded till the season when he might not be able to sail sufficiently high up the river, to attack either Monte Video, or Buenos Ayres. But the importance which ministers now attached to the Cape, ill accord with the tame cold terms of the letter which he received from Mr. Marsden in acknowledgment of the receipt of his dispatches announcing the capture. When the acquisition was made, not one solitary expression of thanks was pronounced on those who made it; and yet, he was to be condemned for exposing that acquisition even to imaginary hazard. In defending his conduct on the plea of discretionary power, Sir Home Popham adverted to the case of Sir George Rooke, in taking Gibraltar; to that of Sir Peter Parker, and General Dalling, respecting the attack upon the Spanish settlement of Omoa; to that of Lord Hood, in attacking Corsica; to

that of Lord St. Vincent, in sending Lord Nelson to Teneriffe; to that of Lord Nelson, in going from the Mediterranean to the West Indies; and to that of the late Sir Hugh Christian, the one most of all in point, in undertaking an expedition against the Rio de la Plata, during the period of his commanding a squadron at the Cape. Every one of these proceedings issued from an exercise of discretionary power, without a certain portion of which, the spirit of the navy must be paralysed." In the course of his defence, Sir Home complained of the manner in which he had been sent home, in a small prize brig miserably manned, and worse armed; and commented forcibly on the manner in which the charges had been drawn up against him; and on their unusual style.

After Sir Home Popham had concluded his defence, he proceeded to call his witnesses, the first of whom was Lord Melville; his lordship admitted, that when in power, he had entertained serious intentions of attacking the Spanish settlements in South America; that he had frequent consultations with Mr. Pitt and with General Miranda on the subject; and that Sir Home Popham had been consulted by himself, and by Mr. Pitt. His lordship considered the capture of Buenos Ayres as highly beneficial for the object which he had had in view; Buenos Ayres was one of the specific objects, when the armament was in contemplation in 1796. He believed that Sir Home Popham was appointed to the Diadem in December, 1804, with the view of co-operating with General Miranda, to the extent of taking advantage of any of his proceedings, which might tend to our attaining a position on the continent of South America, favourable to the trade of this country;

but he did not recollect any specific place being fixed upon. He did not conceive, however, in the proper sense of the orders, that Sir Home Popham was authorised to attack any part of South America. His lordship bore testimony, to Sir Home's having been confidentially employed by Government on former occasions, when he had given entire satisfaction. The evidence of Mr. Sturges Bourne went principally to prove, that Sir Home Popham had had interviews with Mr. Pitt on the subject of the Cape of Good Hope; and that in consequence of some communication made by Sir Home to Mr. Pitt, the latter had directed the witness to make further inquiry, the result of which completely confirmed the information given by Sir Home.

The evidence of Mr. Huskisson, who was the last evidence examined on the third day, was nearly to the same effect. On Tuesday, the fourth day, Mr. Marsden, the secretary of the Admiralty, was the first witness examined, but his evidence was not important. Mr. Browne, the late master-attendant at the Cape of Good Hope, deposed as to the perfect safety of that settlement at the departure of Sir Home Popham; and assigned reasons why, in his opinion, it would not have been in the power of Sir Home to have captured the *Cannoniere*, had he remained at the Cape. Captain King of the *Diomedé*, who was at the capture of the Cape in January, 1806, stated, in a very detailed manner, that he considered that settlement to be in perfect safety at the departure of Sir Home Popham; that it was always fully understood, that the *Rio de la Plata* was completely within the Cape station; and that Sir Home Popham, by his very strict attention to his professional duties, and to the service of government while at Buenos

Ayres, in not suffering any of the captured property to be shipped until the whole squadron had been completely re-victualled; had, in the most disinterested manner, sustained a pecuniary loss of at least 23,000*l*. Captain King was the last witness examined. After some proceedings in form, on the fifth day, Sir Home Popham addressed the Court in the following terms:—
“ I here close my defence, and I throw myself upon the wisdom and justice of this honourable Court. My feelings and my character have suffered severely; but I trust to your judgment to relieve the one and rescue the other. If I have, in the exercise of my zeal, exceeded the strictest bounds of discretion, I hope it will be evident that I have been actuated solely by a desire to advance the honour, the glory, and the interest of my country. In the prosecution of those objects, aided by my gallant followers, and fostered by the superintending hand of Providence, it has been my good fortune to be put in possession of the two capitals of the two quarters of the globe; and I trust it will be found, upon a close examination of my defence, that—

“ The head and front of my offending
Hath this extent——no more.”

After the Court had been some time in deliberation, the Judge Advocate pronounced the following sentence:—

“ The Court is of opinion, that the charges have been proved against the said Captain Sir Home Popham—that the withdrawing, without orders so to do, the whole of any naval force from the place where it is directed to be employed, and the employing it in distant operations against the enemy, more especially if the success of such

operations should be likely to prevent its speedy return, may be attended with serious inconvenience to the public service; as the success of any plan formed by his Majesty's ministers for operations against the enemy, in which such naval force might be included, may, by such removal be entirely prevented. And the Court is further of opinion, that the conduct of the said Captain Sir Home Popham in the withdrawing the whole of the naval force under his command from the Cape of Good Hope, and the proceeding with it to the Rio de la Plata, was highly censurable, but in consideration of circumstances, doth adjudge him to be only severely reprimanded, and he is accordingly severely reprimanded."

It would be presumption in us, to think of arraigning the justice of the court-martial, the integrity of its individual members, or the accuracy of their judgment; yet we may be permitted to express our surprise, under the particular circumstances of this case, that a body of professional men should so far consent to vote away the discretionary power of a commanding officer. In our humble opinion, every individual member of the court-martial, which tried Sir Home Popham, in condemning the conduct of that officer, has condemned what possibly may be his *own conduct*, under some modification of circumstances, at a future period.

Such, however, was the sense which the public entertained of Sir Home Popham's proceedings, that he was cheered, whilst getting out of the ship into the boat, by acclamations from a vast number of boats, that had been awaiting the issue of the trial. On his landing, the acclamations were repeated, and the horses taken from the carriage that waited to convey him to his lodgings. Sir Home; however, with a spirit of for-

bearance which did him high honour, on perceiving the intention of the populace, declined entering the carriage; and, after thanking the people for their attention, he exhorted them to disperse, in order that no improper imputation might be attached to their conduct, and proceeded on foot to the house of his friend Captain Madden.

It was on Wednesday, March the 11th, that Sir Home Popham's trial concluded. On the succeeding Monday he took his seat in the House of Commons as member for Shaftesbury, for which he had been returned at the late general election; and, on the Wednesday following, attended by Captain King, and his agent, Mr. Lavie, in compliance with the pressing solicitations of his friends, he paid a short visit to Lloyd's Coffee-house. The subscription-room, appropriated to the use of the merchants and underwriters, was extremely crowded; and on his entrance, Sir Home, being immediately recognised, was greeted with three cheers. Conceiving some acknowledgment of this flattering reception to be necessary, he delivered the following brief address:—

“GENTLEMEN,

“It is impossible for me to express what I feel on this occasion, seeing myself surrounded by the most respectable merchants of the first city in the world; marking personally their opinion of my exertions to promote the public welfare; and, although his Majesty's government found it expedient to arraign my conduct on my return from abroad, I trust that my defence will satisfy the respectable body to whom I have now the honour to address myself, that every action of mine was directed to promote the honour and glory of my coun-

try, and that I shall ever feel myself bound to employ my humble talents for the attainment of any object conducive to its prosperity, although I feel that the wings of discretion have been materially clipped."

Sir Home's address was followed, as his entrance had been greeted, by three cheers; and he left the room amidst reiterated bursts of applause.

It would have been well for the honour of the country, and for the credit of its military character, if the administration which recalled Sir Home Popham had appointed efficient successors to that officer; or if the tardy expedition which they sent out to South America had been so conducted as to recover those possessions which had been lost by their neglect. This was not the case; for, in the new attack upon Buenos Ayres, the British military character, by the gross misconduct of General Whitelocke, the commander in chief, sustained a signal disgrace. It will be evident, indeed, on a perusal of the following extracts from that officer's official letter, dated Buenos Ayres, July 10, 1807, that the whole affair was conducted in a manner which betrayed the most palpable ignorance and incapacity, if not cowardice, in General Whitelocke:

"Upon being joined at Monte Video," says the General, "on the 15th June, by the corps under Brig. General Craufurd, not one moment was lost by Rear Admiral Murray and myself in making every necessary arrangement for the attack of Buenos Ayres. After many delays occasioned by foul winds, a landing was effected, without opposition, on the 28th of the same month, at the Ensinada de Barragon, a small bay about thirty miles eastward of the town. The corps em-

ployed on this expedition were, three brigades of light artillery, under Capt. Fraser; the 5th, 38th and 87th regiments of foot, under Brig. General Sir S. Auchmuty; the 17th light dragoons, 36th and 88th regiments, under Brig. General the Hon. W. Lumley: eight companies of the 95th regiment, and nine light infantry companies under Brig. General Craufurd; four troops of the 6th dragoon guards, the 9th light dragoons, 40th and 45th regiments of foot, under Colonel the Hon. T. Mahon; all the dragoons being dismounted, except four troops of the 17th, under Lieutenant Colonel Lloyd.

“After some fatiguing marches, through a country much intersected by swamps, and deep muddy rivulets, the army reached Reduction, a village about nine miles from the bridge over the Rio Chelo; on the opposite bank of which the enemy had constructed batteries, and established a formidable line of defence. I resolved, therefore, to turn this position, by marching in two columns from my left, and crossing the river higher up, where it was represented fordable, to unite my force in the suburbs of Buenos Ayres. I sent directions at same time to Colonel Mahon, who was bringing up the greater part of the artillery under the protection of the 17th light dragoons and 40th regiment, to wait for further orders at Reduction.—Major-General L. Gower, having the command of the right column, crossed the river at a pass called the Passo Chico, and falling in with a corps of the enemy, gallantly attacked and defeated it, for the particulars of which action I beg to refer you to the annexed report.

“Owing to the ignorance of my guide, it was not until the next day that I joined the main body of the army, when I formed my line, by placing Brig. Gen.

Sir S. Achmuty's brigade upon the left, extending it towards the convent of the Recoleta, from which it was distant two miles; the 36th and 88th regiments being on its right; Brig. General Craufurd's brigade occupying the central and principal avenues of the town, being distant about three miles from the great square and fort; and the 6th dragoon guards, 9th light dragoons, and 45th regiments being upon his right, and extending towards the Residencia. The town was thus nearly invested; and this disposition of the army, and the circumstances of the town and suburbs being divided into squares of one hundred and forty yards each side, together with the knowledge that the enemy meant to occupy the flat roofs of the houses, gave rise to the following plan of attack:—

Brig. General Sir S. Achmuty was directed to detach the 38th regiment to possess itself of the Plaza de Toros and the adjacent strong ground, and there take post: the 87th, 5th, 36th, and 88th regiments were each divided into wings; and each wing ordered to penetrate into the street directly in its front. The light battalion divided into wings, and each followed by a wing of the 95th, and a three-pounder, was ordered to proceed down the two streets on the right of the central one, and the 45th regiment down the two adjoining; and after clearing the streets of the enemy, this latter regiment was to take post at the Residencia. Two six-pounders were ordered along the central street, covered by the carbineers and three troops of the 9th light dragoons, the remainder of which was posted as a reserve in the centre. Each division was ordered to proceed along the streets directly in its front, till it arrived at the last square of houses next the river Plata; of which it

was to possess itself, forming on the flat roofs, and there wait further orders.

The 95th regiment was to occupy two of the most commanding situations, from which it could annoy the enemy. Two corporals, with tools, were ordered to march at the head of each column, for the purpose of breaking open the doors; the whole were unloaded, and no firing was to be permitted until the columns had reached their final points and formed; a cannonade in the central streets was the signal for the whole to come forward.

In conformity to this arrangement, at half past six o'clock of the morning of the 5th instant, the 38th regiment moving towards its left, and the 87th straight to its front, approached the strong post of the Retiro and Plaza de Toros, and after a most vigorous and spirited attack, in which these regiments suffered much from grape shot and musketry, their gallant commander, Brigadier-General Sir Samuel Auchmuty, possessed himself of the post, taking thirty-two pieces of cannon, an immense quantity of ammunition, and six hundred prisoners. The 5th regiment meeting with but little opposition, proceeded to the river, and took possession of the church and convent of St. Catalina. The 36th and 88th, under Brig. Gen. Lumley, moving in the appointed order, were soon opposed by a heavy and continued fire of musketry from the tops and windows of the houses, the doors of which were barricaded in so strong a manner as to render them almost impossible to force. The streets were intersected by deep ditches, in the inside of which were planted cannon, pouring showers of grape on the advancing columns. In defiance, however, of this opposition, the 36th, headed by the gallant General, reached its final destination; but the 88th being nearer to the fort and principal defences of the enemy,

were so weakened by his fire as to be totally overpowered and taken. The flank of the 36th being thus exposed, this regiment, together with the 5th, retired upon Sir S. Achmuty's post at the Plaza de Toros; not, however, before Lieut. Colonel Burne, and the grenadier company of the 36th, had an opportunity of distinguishing themselves, by charging about eight hundred of the enemy, and taking and spiking two guns. The two six-pounders moving up the central streets meeting with a very superior fire, the four troops of the carabineers, led on by Lieutenant Colonel Kingston, advanced to take the battery opposed to them; but this gallant officer being unfortunately wounded, as well as Captain Burrell, next in command, and the fire both from the battery and houses proving very destructive, they retreated to a short distance, but continued to occupy a position in front of the enemy's principal defences, considerably in advance of that which they had taken in the morning.

“ The left division of Brigadier General Craufurd's brigade, under Lieut. Colonel Pack, passed on nearly to the river, and turning to the left, approached the Great Square with the intention of possessing itself of the Jesuit's College, a situation which commanded the enemy's principal line of defence. But from the very destructive nature of his fire, this was found impracticable, and after sustaining a heavy loss, one part of the division throwing itself into a house, afterwards found not tenable, was shortly obliged to surrender, whilst the remaining part, after enduring a dreadful fire with the greatest intrepidity, Lieutenant Colonel Pack, its commander, being wounded, retired upon the right division, commanded by Brigadier General Craufurd him-

self. This division having passed quite through to the river Plata, turned also to the left to approach the Great Square and Fort from the north-east Bastion, of which it was distant about four hundred yards, when Brigadier General Craufurd, learning the fate of his left division, thought it most advisable to take possession of the convent of St. Domingo, near which he then was, intending to proceed onwards to the Franciscan church, which lay still nearer the fort, if the attack or success of any other of our columns should free him in some measure from the host of enemies which surrounded him.

"The 45th, being further from the enemy's centre, had gained the Residencia without much opposition, and Lieutenant Colonel Guard having it in the possession of his battalion companies, moved down with the granadier company towards the centre of the town, and joined Brig. General Craufurd.

"The enemy, who now surrounded the Convent on all sides, attempting to take a three-pounder which lay in the street, the Lieutenant Colonel with his company, and a few light infantry under Major Trotter charged them with great spirit. In an instant, the greater part of his company and Major Trotter (an officer of great merit) were killed, but the gun was saved. The Brigadier-General was now obliged to confine himself to the defence of the Convent, from which the riflemen kept up a well-directed fire upon such of the enemy as approached the post; but the quantity of round shot, grape and musketry to which they were exposed, at last obliged them to quit the top of the building, and the enemy, to the number of six thousand, bringing up cannon to force the wooden gates which fronted the Fort, the Brig. General having no communication with any of the other columns, and judging from the cessa-

tion of firing that those next him had not been successful, surrendered at four o'clock in the afternoon.

"The result of this day's action had left me in possession of the Plaza de Toros, a strong post on the enemy's right, and the Residencia, another strong post on his left, whilst I occupied an advanced position opposite his centre; but these advantages had cost about two thousand five hundred men in killed, wounded, and prisoners. The nature of the fire, to which the troops were exposed, was violent in the extreme. Grape shot at the corners of all the streets, musketry, hand grenades, bricks and stones from the tops of all the houses, every householder with his negroes defended his dwelling, each of which was in itself a fortress, and it is not, perhaps, too much to say, that the whole male population of Buenos Ayres was employed in its defence.

"This was the situation of the army on the morning of the 6th inst. when General Liniers addressed a letter to me, offering to give up all his prisoners taken in the late affair, together with the 71st regiment, and others, taken with Brig. General Beresford, if I desisted from any further attack on the town, and withdrew his Majesty's forces from the river Plata, intimating at the same time, from the exasperated state of the populace, he could not answer for the safety of the prisoners, if I persisted in offensive measures. Influenced by this consideration, (which I knew from better authority to be founded in fact.) and reflecting how little advantage would be the possession of a country, the inhabitants of which were so absolutely hostile, I resolved to forego the advantages which the bravery of the troops had obtained, and acceded to the annexed treaty, which I trust will meet the approbation of his Majesty."

The treaty here mentioned, which certainly met neither the approbation of his Majesty, nor of the country, was as follows :—

A DEFINITIVE TREATY between the Generals in Chief of his Britannic Majesty and of his Catholic Majesty.

I. There shall be from this time a cessation of hostilities on both sides of the river Plate.

II. The troops of his Britannic Majesty shall retain, for the period of two months, the fortress and place of Monte Video ; and, as a neutral country, there shall be considered a line drawn from San Carlos on the west, to Pando on the east : and there shall not be, in any part of that line, hostilities committed on any side, the neutrality being understood only, that the individuals of both nations may live freely under their respective laws : the Spanish subjects being judged by theirs, as the English by those of their nation.

III. There shall be on both sides a mutual restitution of prisoners, including not only those which have been taken since the arrival of the troops under Lieutenant General Whitelocke, but also all those his Britannic Majesty's subjects captured in South America since the commencement of the war.

IV. That for the promptest dispatch of the vessels and troops of his Britannic Majesty, there shall be no impediment thrown in the way of the supplies of provisions which may be requested from Monte Video.

V. A period of ten days from this time is given for the re-embarkation of his Britannic Majesty's troops to pass to the north side of the river La Plata, with the arms that may actually be in their power, stores, and

equipage, at the most convenient points which may be selected; and during this time provisions may be sold to them.

VI. That at the time of the delivery of the place and fortress of Monte Video, which shall take place at the end of the two months fixed in the Second Article, the delivery will be made in the terms it was found, and with the artillery it had when it was taken.

VII. Three officers of rank shall be delivered for and until the fulfilment of the above Articles by both parties, being well understood that his Britannic Majesty's officers who have been on their parole, cannot serve against South America until their arrival in Europe.

Done at the Fort of Buenos Ayres, the 7th day of July, 1807, signing two of one tenor.

JOHN WHITELOCKE, Lieut. Gen. Commander.

GEORGE MURRAY, Rear-Admiral, Commander.

SANTIAGO LINIERS.

CESAR BALBIANI.

BERNARDO VELASCOS.

Admiral Murray, the naval commander, in one of his dispatches mentions the difficulties which opposed the exertions of the naval force, as the frigates were not able to get within nine miles of the town; the gun-brigs, however, gave the most effectual co-operation; but the Admiral was soon apprised of the disastrous events on shore, and, in concert with the general, signed the preliminaries. He describes the inveteracy of every class of the inhabitants against the British to be beyond conception; and declares that before he signed the treaty, he was convinced South America could never be a British conquest.

The following is an abstract of the killed and wounded upon this occasion :—

Killed.—1 Major, 6 captains, 4 lieutenants, 1 ensign, 3 staff, 18 serjeants, 4 drummers, 279 rank and file.—

Total, 316.

Wounded.—3 Lieutenant-colonels, 5 majors, 16 captains, 33 lieutenants, 2 ensigns, 2 staff, 1 volunteer, 43 serjeants, 11 drummers, 558 rank and file.—Total, 674.

Missing.—2 Staff, 1 quarter-master, 4 serjeants, 5 drummers, 196 rank and file.—Total, 208.

Grand Total.—316 killed, 674 wounded, 208 missing.—Total, 1198.

The light company of the 71st regiment also suffered very severely ; but as the returns were not received by the first dispatches, we believe they were never made public.

Nothing, for a series of years, had excited so much dissatisfaction in the public mind, as this ill-planned, and worse executed expedition ; and, though more particularly relating to the army department than that of the navy, from the extraordinary interest which it excited at the time, and from the frequent mention which must necessarily be made of it in history, we have thought it necessary to enter at some length into its details.

General Whitelocke, upon his return to England, was placed under an arrest, and subjected to a trial, by court martial, on the four following charges :—

First Charge.—That Lieutenant-General Whitelocke, having received instructions from his Majesty's Principal Secretary of State, to proceed for the reduction of the province of Buenos Ayres, pursued measures ill calcu-

culated to facilitate that conquest ; that when the Spanish commander had shewn such symptoms of a disposition to treat, as to express a desire to communicate with Major-General Gower, the second in command, upon the subject of terms, the said Lieutenant-General Whitelocke did return a message, in which he demanded, amongst other articles, the surrender of all persons holding civil offices in the government of Buenos Ayres as prisoners of war. That the said Lieutenant General Whitelocke, in making such an offensive and unusual demand, tending to exasperate the inhabitants of Buenos Ayres to produce and encourage a spirit of resistance to his Majesty's arms, to exclude the hope of amicable accommodation, and to increase the difficulties of the service with which he was entrusted, acted in a manner unbecoming his duty as an officer, prejudicial to military discipline, and contrary to the articles of war.

Second Charge.—That the said Lieutenant General Whitelocke, after the landing of the troops at Ensanada, and during the march from thence to the town of Buenos Ayres, did not make the military arrangements best calculated to ensure the success of his operations against the town ; and that having known, previously to his attack upon the town of Buenos Ayres, upon the 5th of July, 1807, as appears from his dispatch of July 10, that the enemy meant to occupy the flat roofs of the houses, he did, nevertheless, in the said attack, divide his forces into several brigades and parts, and ordered the whole to be unloaded, and no firing to be permitted on any account ; and under this order to march into the principal streets of the town, unprovided with proper and sufficient means for forcing the barricadoes, where-

by the troops were unnecessarily exposed to destruction, without the possibility of making effectual opposition ; such conduct betraying great professional incapacity on the part of the said Lieutenant-General Whitelocke, tending to lessen the confidence of the troops in the judgment of their officers, being derogatory to the honour of his Majesty's arms, contrary to his duty as an officer, prejudicial to good order and military discipline, and contrary to the articles of war.

Third Charge.—That the said Lieutenant-General Whitelocke did not make, although in his power, any effectual attempt, by his own personal exertion or otherwise, to co-operate with or support the different divisions of the army under his command, when engaged with the enemy in the streets of Buenos Ayres, on the 5th of July 1807, whereby those troops, after having encountered and surmounted a constant and well-directed fire, and having effected the purport of their orders, were left without aid and support, or further orders; and considerable detachments, under Lieutenant-Colonel Duff, and Brigadier-General Craufurd, were thereby compelled to surrender; such conduct on the part of Lieutenant-General Whitelocke, tending to the defeat and dishonour of his Majesty's arms, to lessen the confidence of the troops in the skill and courage of their officers, being unbecoming and disgraceful to his character as an officer, prejudicial to good order and military discipline, and contrary to the articles of war.

Fourth Charge.—That the said Lieutenant-General Whitelocke, subsequently to the attack upon the town of Buenos Ayres, and at a time when the troops under his command were in possession of posts on each flank of the town, and of the principal arsenal, with a com-

munication open to the fleet, and having an effective force of about five thousand men, did enter into, and finally conclude a treaty with the enemy, whereby he acknowledges in the public dispatch of the 10th July, 1807, that "he resolved to forego the advantages which the bravery of his troops had obtained, and which advantages had cost him about two thousand five hundred men in killed, wounded, and prisoners;" and by such treaty he unnecessarily and shamefully surrendered all such advantages, totally evacuated the town of Buenos Ayres, and consented to deliver, and did shamefully abandon and deliver up to the enemy the strong fortress of Monte Video, which had been committed to his charge, and which, at the period of the treaty and abandonment, was well and sufficiently garrisoned and provided against attack, and which was not, at such period, in a state of blockade or siege: such conduct on the part of the said Lieutenant-General Whitelocke tending to the dishonour of his Majesty's arms, and being contrary to his duty as an officer, prejudicial to good order and military discipline, and contrary to the articles of war.

This important trial occupied thirty-one days of real business, with very few adjournments or delays. The charges, excepting a part of the second, were fully proved against the General; the opinion of the court, as to his guilt, was fully sanctioned by his Majesty; and, by the following official document, he was cashiered, and declared totally unfit and unworthy ever to serve again in any military capacity whatever.—

"The Court Martial having duly considered the evidence given in support of the charges against the prisoner, Lieutenant-General Whitelocke, his defence,

and the evidence he has adduced, are of opinion, that he is guilty of the whole of the said charges, with the exception of that part of the second charge, which relates to the order, that "*the columns should be unloaded, and that no firing should be permitted on any account.*"

"The court are anxious that it may be distinctly understood, that they attach no censure whatever to the precautions taken to prevent unnecessary firing during the advance of the troops to the proposed points of attack, and do therefore acquit Lieutenant-General Whitelocke of that part of the said charge.

"The court adjudge, That the said *Lieutenant-General Whitelocke* be cashiered, and declared totally unfit and unworthy to serve his Majesty in any Military Capacity whatever.

"The King has been pleased to confirm the above sentence, and his Royal Highness the commander in chief has received his Majesty's command to direct, that it shall be read at the head of every regiment in his service, and inserted in all regimental orderly books, with a view of its becoming a lasting memorial of the fatal consequences to which officers expose themselves, who, in the discharge of the important duties confided to them, are deficient in that zeal, judgment, and personal exertion, which their sovereign, and their country, have a right to expect from officers entrusted with high commands.

"To his Majesty, who has ever taken a most lively interest in the welfare, the honour, and reputation of his troops, the recent failure of South America, has proved a subject of the most heart-felt regret; but it has been a great consolation to him, and his Majesty has commanded it to be intimated to the army, that after the

most minute investigation, his Majesty finds ample cause for gratification in the intrepidity and good conduct displayed by his troops, lately employed on that service, and particularly by those divisions of the army, which were personally engaged with the enemy in the town of Buenos Ayres, on the 5th of July, 1807; and his Majesty entertains no doubt, that had the exertions of his troops in South America been directed by the same skill and energy, which have so eminently distinguished his commanders in other quarters of the world, the result of the campaign would have proved equally glorious to themselves, and beneficial to their country.

“By command of his Royal Highness the Commander in Chief,

“HARRY CALVERT.

“Major-General and Adj.-General of the Forces.”

About this time, some unpleasant occurrences also took place in North America. In consequence of the unhandsome conduct of the American government, in countenancing the reception of deserters from the British navy, Admiral Berkely, the English commander in chief, on the American station, found it expedient to issue the following orders:—

“Whereas many seamen, subjects of his Britannic Majesty, and serving in his ships and vessels, as per margin,* while at anchor in the Chesapeak, deserted and entered on board the United States frigate, called the Chesapeak, and openly paraded the streets of Norfolk,

* Bellisle, Bellona, Triumph, Chichester, Halifax, and Zenobia cutter.

sight of their officers, under the American flag, protected by the magistrates of the town, and the recruiting officer belonging to the above-mentioned American frigate, which magistrates and naval officer refused giving them up, although demanded by his Britannic Majesty's consul, as well as the captains of the ships from which the said men had deserted.

"The captains and commanders of his Majesty's ships and vessels under my command are therefore hereby required and directed, in case of meeting with the American frigate the Chesapeak at sea, and without the limits of the United States, to shew to the captain of her this order, and to require to search his ship for the deserters from the before-mentioned ships, and to proceed and search for the same; and if a similar demand should be made by the American, he is to be permitted to search for any deserters from their service, according to the customs and usage of civilized nations, on terms of peace and amity with each other."

"Given under my hand at Halifax, Nova Scotia, 1st June, 1807.

"G. C. BERKELEY."

"To the respective Captains and Commanders of his Majesty's ships and vessels on the North American station."

Thus, it appears, it was known that the American frigate, the Chesapeak, had several English deserters on board; and as it was also known, that that ship was about to sail for the Mediterranean, his Majesty's ship Leopard, of fifty guns, Captain Humphreys, was ordered to cruise off the Capes, in expectation of falling in with her. This event very soon took place, and an ac-

tion was the consequence, the details of which will be seen by the following extract of a letter from a gentleman on board the *Leopard*, dated Chesapeak Bay, June 24, 1807 :—

“ We arrived here on the 21st instant, and, agreeably to the orders of the Hon. Vice-Admiral Berkeley, (in the event of meeting the United States frigate *Chesapeake*, to search her for deserters, of whom we had information) the next morning the signal was made for the *Bellona* to proceed to sea, which we did, at nine o'clock this morning; the *Chesapeake* was then passing the *Bellona*, about three miles within us. We stood to the S. E. with the wind at S. W. until eleven, when it shifted to E. which retarded the progress of the frigate, being obliged to beat out. We kept on a wind, under easy sail, until she got within two miles of us, when she shortened sail, and we bore down to her; we were about twelve or fourteen miles from the land; when sufficiently close, the Captain hailed, and said he had dispatches from the British commander in chief;—the answer was, “ send them on board, I shall heave to;” which he did accordingly. An officer was sent on board with the Admiral's order, and a letter from Captain Humphreys, saying, he hoped to be able to execute the Admiral's order in the most amicable manner; and after the commodore read the order and letter, he told him that his orders from his government were most peremptory in not suffering any foreigner to muster his ship's company, but that he would write an answer to Captain Humphreys's letter, if he would be the bearer of it to him. After having answered in the affirmative,

he wrote, saying that he had no deserters, and that his instructions prevented his allowing the Chesapeake to be searched. He returned with this answer, after being on board forty minutes. As the admiral's order was positive, there was no alternative but force; so we edged down to her, and Captain Humphreys hailed, and said, that Commodore Barron must be aware that the order of the British commander in chief must be obeyed. The only reply made to this (which was thrice repeated) was, "I do not understand what you say."--Now, as we were to windward, and heard distinctly his answer, it is evident he also must have heard what Captain Humphreys said. Orders were then given to fire a shot across her bows from the lower deck; after a minute another, and in two more, no satisfactory answer being given, Captain Humphreys ordered the fire to be opened on her, beginning with the foremost gun, and in succession after; but as the order was not perfectly understood, a broadside was poured into her; Commodore Barron then hailed, when orders were given to cease firing, but as he said he was only going to send a boat on board, and as they were preparing to return the fire, it was supposed an artifice to gain time, and orders were again given to fire;---two broadsides more were the result, when she struck. Two lieutenants, with several midshipmen, went then on board the Chesapeake to search for deserters, and after being there three hours, returned with four, three belonging to the *Melampus*, and one to the *Halifax*; the latter is the fellow who abused Lord J. Townshend at Norfolk. Commodore Barron wrote to Captain Humphreys, saying, that he considered the Chesapeake as his prize, and that he was ready to deliver her up to any person authorized to re-

ceive her. Captain Humphreys replied, that he had executed the orders of the commander in chief, he had nothing more to do with her; that he must forthwith join the rest of the squadron, and that he not only lamented, most sincerely, the necessity that compelled him to violent measures, but that if he could render the Chesapeake any service, he would cheerfully do it. In short, Captain Humphreys has conducted himself throughout the whole of this unpleasant transaction, in the most praise-worthy manner, as an officer and gentleman. He has more humanity in his composition than most of mankind; you may then suppose his feelings were none of the most comfortable on this occasion. The Chesapeake returned but a few shot; they were scarcely prepared when we began, and were thrown into such confusion that the greatest part of the people deserted their quarters.

“The number of men killed on board the Chesapeake, according to their own statement, was six, and twenty-three wounded.

“Twenty-six shot went through the hull, seven between wind and water; the sails were completely riddled, and I have not a doubt, but that in ten minutes more she would have gone down; the sea being so smooth every shot told after the first broadside, which was chiefly at the rigging.

“Commodore Barron was slightly wounded in the leg by a splinter---he behaved in the coolest way imaginable, and stood in the open gang-way the greatest part of the time.”

In consequence of this action, which was provoked by the misconduct of the Americans, the government of the United States affected to feel extremely sore; and

Mr. Jefferson, the president, who has always been distinguished by a spirit of hostility against this country, issued the following proclamation :--

"During the wars which, for some time, have unhappily prevailed among the powers of Europe, the United States of America, firm in their principles of peace, have endeavoured by justice, by a regular discharge of all their national and social duties, and by every friendly office their situation has admitted, to maintain, with all the belligerents, their accustomed relations of friendship, hospitality, and commercial intercourse. Taking no part in the questions which animate these powers against each other, nor permitting themselves to entertain a wish but for the general restoration of peace, they have observed, with good faith, the neutrality they assumed, and they believe that no instance of a departure from its duties, can be justly imputed to them by any nation. A free use of their harbours and waters, the means of refitting and refreshment, of succour to their sick and suffering, have, at all times, and on equal principles, been extended to all, and this too amidst a constant recurrence of acts of insubordination to the laws, of violence to the persons, and of trespasses on the property of our citizens, committed by officers of one of the belligerent parties received among us. In truth these abuses of the laws of hospitality have, with few exceptions, become habitual to the commanders of the British armed vessels hovering on our coasts, and frequenting our harbours. They have been the subject of repeated representations to their government. Assurances have been given that proper orders should restrain them within the limits of the rights and of the respect due to

a friendly nation ; but those orders and assurances have been without effect ; and no instance of punishment for past wrongs has taken place. At length, a deed transcending all we have hitherto seen, or suffered, brings the public sensibility to a serious crisis, and our forbearance to a necessary pause. A frigate of the United States, trusting to a state of peace, and leaving her harbour on a distant service, has been surprised and attacked by a British vessel of superior force, one of a squadron then lying in our waters and covering the transaction, and has been disabled for service, with the loss of a number of men killed and wounded.

“ This enormity was not only without provocation or justifiable cause, but was committed with the avowed purpose of taking by force, from a ship of war of the United States, a part of her crew, and that no circumstance might be wanting to mark its character, it had been previously ascertained that the seamen demanded were natives of the United States. Having effected his purpose, he returned to anchor with his squadron within our jurisdiction. Hospitality under such circumstances, ceases to be a duty ; and a continuance of it, with such uncontrolled abuses, would tend only, by multiplying injuries and irritations, to bring on a rupture between the two nations. This extreme resort is equally opposed to the interests of both, as it is to assurance of the most friendly dispositions on the part of the British government, in the midst of which this outrage has been committed. In this light the subject cannot but present itself to that government, and strengthen the motives to an honourable reparation of the wrong, which has been done, and to that effectual controul of its naval commanders, which alone can justify the go-

vernment of the United States in the exercise of those hospitalities it is now constrained to discontinue.

“ In consideration of these circumstances, and of the right of every nation to regulate its own police, to provide for its peace and for the safety of its citizens, and consequently to refuse the admission of armed vessels into its harbours or waters, either in such numbers, or of such description, as are inconsistent with these, or with the maintenance of the authority of the laws, I have thought proper, in pursuance of the authorities specially given by law, to issue this my *Proclamation*, hereby requiring all armed vessels bearing commissions under the government of Great Britain, now within the harbours or waters of the United States, immediately and without any delay to depart from the same, and interdicting the entrance of all the said harbours and waters to the said armed vessels, and to all others bearing commissions under the authority of the British government.

“ And if the said vessels, or any of them, shall fail to depart as aforesaid, or if they or any others, so interdicted, shall hereafter enter the harbours or waters aforesaid, I do, in that case, forbid all intercourse with them, or any of them, their officers or crew, and do prohibit all supplies and aid from being furnished to them, or to any of them.

“ And I do declare and make known, that if any person from, or within the jurisdictional limits of the United States, shall afford any aid to any such vessels, contrary to the prohibition contained in this proclamation, either in repairing any such vessel, or in furnishing her, her officers or crew, with supplies of any kind, or in any manner whatsoever, or if any pilot shall assist in navigating any of the said armed vessels, unless it be for

the purpose of carrying them, in the first instance, beyond the limits and jurisdiction of the United States, or unless it be in the case of a vessel forced by distress, or charged with public despatches, as herein after provided for, such person or persons shall, on conviction, suffer all the pains and penalties by the laws provided for in such offences. And I do hereby enjoin and require all persons bearing office, civil or military, within or under the authority of the United States, and all others, citizens or inhabitants thereof, with vigilance and promptitude to exert their respective authorities, and to be aiding and assisting to the carrying this proclamation, and every part thereof, into full effect.

“ Provided, nevertheless, that if such vessels shall be forced into the harbours or waters of the United States, by distress, by the dangers of the sea, or by the pursuit of an enemy, or shall enter them charged with dispatches or business from their government, or shall be a public packet for the conveyance of letters and dispatches, the commanding officer immediately reporting his vessel to the collector of the district, stating the object, or causes of entering the said harbours or waters, and conforming himself to the regulations in that case prescribed under the authority of the laws, shall be allowed the benefit of such regulations respecting repairs, supplies, stay, intercourse, and departure, as shall be permitted under the same authority.

“ In testimony whereof, I have caused the seal of the United States to be affixed to these presents, and signed the same.

“ Given at the city of Washington, the second day of July, in the year of our Lord, one thousand eight hun-

dred and seven, and of the sovereignty and independence of the United States the thirty-first.

[Seal]

“ TH. JEFFERSON.

“ By the President,

JAMES MADISON, Secretary of State.”

At New York, on the very day that the above proclamation was issued, a general meeting of the citizens was holden (similar to others which had been convened at Norfolk, Portsmouth, Hampton, &c.) at which the following resolutions were passed :—

“ Having received, with the most lively indignation, authentic information that on the 22d ult. an attack unwarranted by the known usages of nations, and in violation of our national rights, was made off the Capes of Virginia, on the United States Frigate Chesapeake, Commodore Barron, by his Britannic Majesty's armed ship the Leopard, Captain Humphreys, the citizens of New York, assembled in general meeting, deem it to be their duty to express their opinions on this fresh outrage offered to their national sovereignty by the navy of Great Britain.

“ Resolved, That it is, and has been the policy of our government, and the wish, because it is the interest of our citizens, to be at peace with all the world.

“ Resolved, That although we cherish peace with the greatest sincerity, yet that we hold ourselves ready, at the call of our government, to resist all infringements of our national rights, and violation of our national honour.

“ Resolved, That we consider the dastardly and unprovoked attack made on the United States armed ship Chesapeake, by his Britannic Majesty's ship Leopard, to be a violation of our national rights, as atrocious as it is unprecedented.

“ Resolved, That we are determined to maintain the rights and dignity of our country with our lives and fortunes, and that we will support our government in whatever measures it may deem necessary to adopt, in the present crisis of affairs.

“ Resolved, That whatever differences of opinion may exist among us on our merely local concerns, yet that we love our country, and will cordially unite in resisting the attempts of any nation to invade our rights, or tarnish our national honour.

“ Resolved, That the offending ships at Hampton Roads have wantonly violated the laws of, and forfeited their title to, national hospitality.

“ Resolved, That we highly approve the spirited and patriotic conduct of our fellow-citizens at Norfolk, Portsmouth, and Hampton.

“ Resolved, That we deeply lament the death of those of our fellow-citizens who fell, and sincerely sympathise with those who were wounded on board the Chesapeake.

“ DE WITT CLINTON, Chairman.

“ JACOB MORTON, Secretary.”

The proceedings of the populace, at Norfolk, were particularly violent and vindictive. The British consul at that port was prevented from executing the duties of his office, and was not even permitted to hold any communication with his Majesty's ships at the anchorage; in consequence of which, the following letter was addressed by Captain Douglas, of the *Bellona*, to the mayor of Norfolk:—

“ *His Majesty's ship Bellona, Hampton Roads,*
July 3, 1807.

“ Sir,—I beg leave to represent to you, that having observed in the newspapers a resolution, made by a

committee on the 29th ult. prohibiting any communication between his Britannic Majesty's consul at Norfolk, and his ships lying at anchor in Lynhaven Bay, and this being a measure extremely hostile, not only in depriving the British consul from discharging the duties of his office, but, at the same time, preventing me from obtaining that information so absolutely necessary for his Majesty's service, I am, therefore, determined, if this infringement is not immediately annulled, to prohibit every vessel, bound either in or out of Norfolk, to proceed to their destination, until I know the pleasure of my government, or the commander in chief of the station. You must be perfectly aware, that the British flag never has, nor will be insulted with impunity, You must also be aware, that it has been, and is still in my power, to obstruct the whole trade of the Chesapeake, since the late circumstance, which I desisted from, trusting that general unanimity would be restored. Respecting the circumstances of the deserters, lately apprehended from the United States frigate Chesapeake, that, in my opinion, must be decided between the two governments alone. It, therefore, rests with the inhabitants of Norfolk either to engage in war or remain on terms of peace.

"Agreeably to my intentions, I have proceeded to Hampton Roads, with the squadron under my command, to wait your answer, which I trust you will favour me with without delay.

"I have the honour to be, Sir,

"Your obedient humble servant,

"J. L. DOUGLAS."

"To Richard Lee, Esq. Mayor of
Norfolk, Virginia."

" P. S. I enclose you two letters, directed to the British consul at Norfolk, which you will be pleased to forward him.

" J. E. D."

The mayor convened the recorder and aldermen, when the following answer was agreed on, and ordered to be sent:—

" Norfolk, July 4, 1807.

" Sir,—I have received your menacing letter of yesterday. The day on which this answer is written, ought of itself to prove to the subjects of your sovereign that the American people are not to be intimidated by menace, or induced to adopt any measures, except by a sense of their perfect propriety. Seduced by the false show of security, they may be sometimes surprised and slaughtered, while unprepared to resist a supposed friend: that delusive security is now, however, passed for ever.

" The late occurrence has taught us to confide our safety no longer to any thing but our own force. We do not seek hostility, nor shall we avoid it. We are prepared for the worst you may attempt, and will do whatever shall be judged proper to repel force, whensoever your efforts shall render any act of ours necessary. Thus much for the threats of your letter, which can be considered in no other light than as addressed to the supposed fears of our citizens.

" In answer to any part of it, which is particularly addressed to me, as the first judicial officer of this borough, I have but to say, that you must be aware, that the judiciary of no country possesses any other powers than those conferred upon it by the law.

“ The same chanel through which you have derived the intelligence stated by yourself, must have also announced to you, that the act of which you complain is an act of individuals, and not of the government.

“ If this act be wrong and illegal, the judiciary of this country, whenever the case is properly brought before it, will take care to do its duty. At present it hath no judicial information of any outrage on the laws, and therefore will not act.

“ If you, Sir, please to consider this act of individuals as a measure extremely hostile; and shall commence hostility without waiting the decision of our two governments, although you yourself acknowledge that it properly belongs to them alone to decide, the inhabitants of Norfolk will conform to your example, and protect themselves against any lawless aggression which may be made upon their persons or property; they therefore leave it with you, either to engage in a war, or to remain on terms of peace until the pleasure of our respective governments shall be known.

“ Your letters, directed to the British consul of this place, have been forwarded to him.

“ I have the honour to be, Sir,

“ Your most obedient servant,

“ RICHARD E. LEE, Mayor.”

“ *To John E. Douglas, Esq. commanding
his Britannic Majesty's ships in
Hampton Roads.*”

The bearer of the above letter, made the following report to the mayor of Norfolk, respecting the interview which he had with Captain Douglas:—

Norfolk, July 5, 1807.

"Sir,—In pursuance of your request, I this day went down to the British squadron lying in Hampton Roads, for the purpose of delivering the letter with which I was charged to Captain Douglas. On arriving along-side of his ship the *Bellona*, I was invited on board, and received by Captain Douglas himself at the gang-way, and conducted to his cabin, where I found assembled all the captains of his squadron. I immediately informed him, that you had yesterday received a letter from him, the answer to which I had been requested to deliver, and placed it in his hand. He read the letter very attentively, and then handed it to Captain Hardy, from whom it passed to the other captains in succession. When they had all perused it, Captain Douglas observed to me, 'I presume, Sir, you are acquainted with the contents of this letter :' I told him I was perfectly so. He then stated that his letter must have been misapprehended, that it contained no expression of menace which he recollected, and that certainly it was not his intention to use language which could be construed to convey such ideas. He referred to Captain Hardy, saying, that he had shewn him the letter previously to its being sent, and had requested his opinion as to its sentiments. Captain Hardy concurred with Captain Douglas in the opinion and objects of the communication. I then remarked to them the particular expressions in the letter, which I considered as the language of threat, and adverted to the circumstance of the words 'immediately annulled,' being underscored. He said, that this underscoring must have been done by his clerk, without his direction, and had escaped his observation; but again assured me, upon his honour, that if any expression

in the letter wore the appearance of a threat, it was not to be so understood.

" Captain Douglas next adverted to the conclusion of the letter, in which the alternative of peace or war is left to himself. He said upon this subject, that he had no orders to commit any act of hostility, and that there was no man from whose intention or wishes such an object was more remote ; that he was anxious to preserve the relations of amity which had existed between the two governments, and that no act of his should tend to interrupt their harmony, unless he was ordered by his superiors to perform such acts, in which case, as an officer, he must do his duty. He repeated, however, that he had at present no such orders, nor did he expect to receive such. He stated, that he had it in his charge generally, to guard his flag, and those under its protection, from insult or assault of any kind, and that this in all situations he must unquestionably do ; but that any further measure he was not at present authorised, nor was it his intention to take. I here stated to him the many insulting menaces which had been communicated in Norfolk, as coming from him. He positively denied ever having uttered any such ; declared, if they had been used by any of his officers, that they were unauthorised, and disapproved of by him, remarking, at the same time, that he hoped all who knew him, would do him the justice to believe, that he was not in the habit of using the language of threat. He here too again referred to all the officers to say, if they had ever heard him at any time, even while speaking confidently to them, utter such expressions ; and they united in declaring that they had not.

" A desultory conversation then took place between Captain Douglas, the other captains, and myself, which continued nearly an hour, in the course of which many remarks were made, which had no reference to the subject of your letter, or were in any way connected with it. These, Sir, I have already communicated to yourself, and to all my fellow citizens with whom I have conversed upon this subject ; but as they are not connected with the subject of your letter, I presume it would be unnecessary again to detail them here. In the course of this conversation, I described to them, as well as I was able, the sentiment which universally prevailed through the country at this time, the cause from whence it proceeded, and the effects it would produce, provided any efforts on their part should be made to oppose the public resolves, as to intercourse or supplies. I explicitly declared, that we had as yet received no authority from our government to proceed to acts of aggression, but that we were authorised, and were prepared for defence, and for the protection of ourselves and property ; to prove which, I placed in the hands of Captain Douglas, an extract from the letter of Governor Cabel, to Brigadier-General Mathews, which I had made for that purpose. I concluded by warning him again not to send any of his officers or people on shore ; for that if he did, the arms of the civil authority, I did not believe, would be able to protect them from the vengeance of an enraged people ; that this might lead to consequences which might possibly be yet averted ; and if he was sincere in the sentiments he had expressed, he would be anxious to prevent such results. Captain Douglas, and all the captains, declared, that they were aware of the present state of the public feel-

ings, and deplored the circumstance which had excited it; that they did not intend to expose any of their people to the resentment of ours, which they could conceive was highly inflamed; that as to supplies they did not want at present, but when they did, they should not attempt to procure them in any way which would excite the opposition of the citizens of this country.

“ Upon this the subject of intercourse, he did not expect to hold any with the people of this country, nor was there any occasion for it. He only wished to be permitted freely to communicate with the accredited officer of his government here, who had been formerly received and recognized by our executive, and whose functions he presumed none but the government had a right to put down. As to the particular manner in which this communication might be carried on, it was a matter quite indifferent to him. He had no objection to that being regulated by ourselves, in any way which is judged proper, and that he would certainly pursue the mode which might be suggested as most agreeable to us, provided the channel of communication was kept free and open. To this I stated, that I had no authority from any person to enter into any engagement with him; but that as an individual I would state, that the letters he had forwarded under cover to you had been safely delivered, and that therefore, I presumed any other dispatches of a like kind would be treated in the same way. But upon this subject, I could only refer him to you and your associates for information. He then stated that he would to-day write an answer to your letter, which he would forward as before, and I left his ship, Captain Douglas again repeating the substance of what I have already stated.

" From the moment I approached the *Bellona*, to that on which I left her, my treatment from Captain Douglas, and all his officers, was marked by as much attention, politeness, and respect, as any gentleman ever received from others. My particular friend Mr. James Taylor, jun. accompanied me on board the British ship, for reasons that will at once suggest themselves to you, when you remember the delicate and embarrassing situation in which I might be placed. He remained on board the whole time with me, and was a witness to every thing which passed. I have read to him this communication, Sir, in order to ascertain if my recollection was correct, and he accords with me in every statement here made.

" I have forwarded a copy of this letter to the governor of Virginia, and to the Federal Executive, believing that at this time it is the duty of every citizen to keep his government well informed of every thing which may be useful.

" I am, respectfully, Sir,

" Your most obedient servant,

" L. W. TAZEWELL."

" To Richard E. Lee, Esq. Mayor of the
Borough of Norfolk."

The subjoined letter from Captain Douglas, is in reply to the Mayor of Norfolk's communication of July the 4th:—

" *His Majesty's ship Bellona, Hampton Roads;
the 10th of July, 1807.*

" Sir,—I have the honour to acknowledge the receipt of your letter of the 4th instant, in answer to mine of the

preceding day, requesting that the British consul might be restored to his powers.

“As every circumstance relative to the above communication was so fully discussed in presence of the gentlemen deputed by the magistracy of Norfolk, as bearers of your dispatch, have only in addition to remark, that as far as I am individually concerned, every exertion shall be used that I can, consistent with the honour and dignity of the British flag, tend to an amicable termination,

“I have the honour to be, Sir,

“Your obedient humble Servant,

“J. E. DOUGLAS.”

“To Richard E. Lee, Esq. Mayor of the
Borough of Norfolk, Virginia.”

Subsequently to the above, several of the deserters, who were taken out of the Chesapeake, were tried and convicted on the clearest evidence.

These proceedings were mentioned in both Houses of Parliament; and a negotiation immediately ensued between the British and American ministers, in London. In consequence, however, of some difficulties which presented themselves, it was found expedient to send Mr. Rose, junior, on a special mission to the government of the United States. In the mean time, the American rabble continued its inflammatory exertions, and adopted every mode, within its reach, of sowing dissention, and of instigating mutiny amongst the seamen of the British ships. A mutiny, which had broken out on board of the Jason was thus mentioned, in a letter from Halifax, of the 16th of September;—“His Majesty’s ship Jason has arrived from New York, under very

unpleasant circumstances. While lying there, when the captain went on shore (it was obliged to be done in disguise, and by night) having occasion to send a lieutenant on shore, the moment the boat landed, the American rabble invited the crew to desert, by saying, "Do you want your liberty? now is your time, you are in the land of liberty!" in consequence of which the crew immediately left the boat. The officer attempted to intimidate them by drawing a pistol upon them, but was immediately surrounded by the mob, and had it not been for the interference of a captain in the American navy, he would have been tarred and feathered; he however, escaped unhurt. After this, a still more unpleasant affair occurred: a mutiny broke out among the crew of the *Jason*. They put on the gratings, placed shot boxes upon them to prevent the officers from coming up, and rushed ast to lower the boats down, in order to desert. Fortunately the officers forced their way to the deck, in spite of the precautions taken to prevent them; and upon the first lieutenant making some thrusts at them with a boarding pike, and the other officers getting possession of the small arms, they were obliged to retreat below, and surrender. Forty-five were put in irons, and they are now here for trial."—

With the view of conciliating the Americans, Admiral Berkeley was recalled from his command on that coast, and Sir J. B. Warren was sent out to succeed him. A proclamation was also issued by the British government, for recalling and prohibiting seamen from serving foreign princes and states; a measure which occasioned considerable dissatisfaction at home, in consequence of a certain objectionable passage which the

proclamation contained. The objectionable passage related to the order, for his Majesty's captains, masters, &c. to claim such natural born subjects of Great Britain, as might be serving on board foreign ships of war, in a state of amity with us; and, in case of refusal, to transmit a statement of the same to the British ministers residing at the seat of government of the state so refusing, or to the Admiralty at home. It was contended, that the order for this circumlocutory mode of proceeding was an absolute abandonment of the *right of search*, and a complete disavowal of the propriety and justice of the proceeding under Admiral Berkeley. Without dwelling upon the *particularity* of the case of the *Leopard* and *Chesapeake*, or on its total want of *precedent*, we must insist, that the conduct of Admiral Berkeley was in the strictest conformity not only to the maritime laws of England, but to the laws of every maritime power in the world. Admiral Berkeley did not claim the *right of search*, as an *exclusive* right; but in his official orders, expressly observed, that "if a similar demand should be made by the American, *he is to be permitted to search for any deserters from their service, according to the custom and usage of civilized nations in amity with each other.*" This as we have just observed, was in the strictest conformity to maritime law. Amongst various claims of power, jurisdiction, and of the authority of the Lord High Admiral, we find the following statement of demand and admission:—"The Lord High Admiral, by virtue of the authority he derives from the Crown, *may and doth* require the commanders of our ships of war, to demand seafaring men, who are natural born subjects, from foreign ships, and *upon refusal* (which is a palpable injury to the prince whose subjects they are)

to take them by force. This is an *undoubted* right of all maritime princes whatsoever, and hath been an ancient custom." The justice and *legality* of Admiral Berkeley's conduct is, therefore, clearly established; and any cession of the "*undoubted*" right here described, is a deterioration of the rights and respectability of the country.

In the course of the year, several orders in council were issued by the British government, in counteraction of Buonaparte's decree, by which he had malevolently, but inefficiently, declared this country to be in a state of blockade. The substance of these orders was, that no vessel should be permitted to trade from one port to another, both which ports should belong to, or be in the possession of, France or her allies, or should be so far under their contract, as that British vessels might not freely trade thereat, on pain of being seized and condemned as lawful prize,

The Americans affected to take great umbrage at these orders; though, with a spirit of singular hostility towards the trade of this country, they had, before they were aware of their existence, laid an embargo upon their own shipping, thus virtually suspending all communication with England. It is deserving of notice too, that the English orders, by their operation, were not levelled particularly against the commerce of the Americans; but were adopted merely for the purpose of counteracting the French decree, which, in its nature and operation, bore considerably harder on the subjects of the United States. These orders, however, have long formed a bone of contention between the two governments.

During the summer, a very formidable expedition was assembled at Yarmouth; the object of which was, to secure the Danish fleet, at Copenhagen, and to prevent it from falling into the hands of the French. Upwards of eighty ships were collected, and all the transports had as many flat-bottomed boats on board as they could stow. About 20,000 troops were also embarked, under the command of Lord Gathcart. The naval part of the service was placed under Admiral Gambier, Vice Admiral Stanhope, Rear Admiral Essington, Sir Home Popham, (captain of the fleet) Commodore Sir Samuel Hood, and Commodore Keats.

Towards the latter end of July, the following force sailed from Yarmouth on its destination :—

Prince of Wales	98	Franchise	36
Pompée	80	Leda	38
Minotaur	74	Survillante	36
Resolution	74	Solebay	32
Orion	74	Comus	22
Majestic	74	Cambrian	38
Goliah	74	Leveret	18
Valiant	74	Goshawk	16
Vanguard	74	Alacrity	16
Thunderer	74	Orestes	16
Nassau	64	Fearless	14
Ruby	64	Minx	14
Dictator	64	Safeguard	14
Centaure	74	Ariel	18
Alfred	74	Hyacinth	18
Agamemnon	64	Halcyon	16
Agincourt	65	Archer	14
Brunswick	74	Urgent	14
Maida	74	Cayenne	20

Ganges	74	Fury	12
Spencer	74	Acute	14
Mars	74	Alert	16
Defence	74	Pincher	14
Captain	74	Tigress	12
Hercule	74	Zebra.....	16
Hussar.....	36	Princess of Wales cutter	
Sybilie	38	Thunderer.....	8
Nymphé.....	36	Forward.....	14

The whole of the expedition had assembled off Elsinour, on the 12th of August, and every disposition was made for disembarking the army; but, the wind not allowing the transports to move towards Copenhagen, it was not until the evening of the 15th, that they arrived off Wibeck, a village situated about mid-way between Elsinour and Copenhagen, where, on the following morning, the army was disembarked without the slightest opposition. Previously to this, however, at an interview with the Prince Royal of Denmark, Mr. Jackson, the English envoy, had requested to be informed, whether the Danish government intended to declare for, or against England; because in the present system of violent measures adopted on the Continent, the neutrality of Denmark could no longer be acknowledged. His Royal Highness made this reply:—"I will consider any power as my enemy, which shall endeavour to make me depart from my neutrality." And having thus delivered his sentiments, the Prince immediately set off from Kiel for Copenhagen, where he arrived on the 11th of August. It appears that our admiral waited the result of Mr. Jackson's mission before he commenced his operations.

No sooner had the landing of the troops been effected, than the British commanders issued the following

PROCLAMATION :—

“Whereas the present treaties of peace, and the changes of government, and of territory acceded to, and by so many foreign powers, have so far increased the influence of France on the continent of Europe, as to render it impossible for Denmark, though it desires to be neutral, to preserve its neutrality, and absolutely necessary for those who continue to resist the French aggression, to take measures to prevent the arms of a neutral power from being turned against them. In this view the King cannot regard the present position of Denmark with indifference; and his Majesty has sent negociators with ample powers to his Danish majesty, to request, in the most amicable manner, such explanations as the times require, and a concurrence in such measures, as can alone give security against the further mischief which the French meditate through the acquisition of the Danish navy.

“The King, our royal and most generous master, has therefore judged it expedient to desire the temporary deposit of the Danish ships of the line in one of his Majesty’s ports.

“This deposit seems to be so just, and indispensibly necessary under the relative circumstances of the neutral and belligerent powers, that his Majesty has further deemed it a duty to himself and to his people, to support his demand by a powerful fleet, and by an army amply supplied with every preparation necessary for the most determined and active enterprize.

“We come, therefore, to your shores, inhabitants of Zealand, not as enemies, but in self-defence, to prevent

those who have so long disturbed the peace of Europe from compelling the force of your navy to be turned against us.

“We ask deposit, we have not looked to capture; so far from it, the most solemn pledge has been offered to your government, and is hereby renewed, in the name, and at the express command, of the King our master, that if our demand is amicably acceded to, every ship belonging to Denmark shall, at the conclusion of a general peace, be restored to her in the same condition and state of equipment as when received under the protection of the British flag. It is in the power of your government, by a word, to sheath our swords, most reluctantly drawn against you; but if, on the other hand, the machinations of France render you deaf to the voice of reason, and to the call of friendship, the innocent blood that will be spilt, and the horrors of a besieged and bombarded capital, must fall on your own heads, and on those of your cruel advisers.

“His Majesty’s seamen and soldiers when on shore, will treat Zealand, as long as your conduct to them permits it, on the footing of a province of the most friendly power in alliance with Great Britain, whose territory has the misfortune to be the theatre of war.

“The persons of all those who remain at home, and who do not take a hostile part, will be held sacred. Property will be respected and preserved, and the most severe discipline will be enforced.

“Every article of supply furnished or brought to market will be paid for at a fair and settled price; but as immediate and constant supplies, especially of provisions, forage, fuel and transports, are necessary to all armies, it is well known that requisitions are unavoid-

able, and must be enforced. Much convenience must arise to the inhabitants, and much confusion and loss to them will be prevented, if persons in authority are found in the several districts to whom requisitions may be addressed, and through whom claims of payment may be settled and liquidated.

“ If such persons are appointed, and discharge their duty without meddling in matters which do not concern them, they shall be respected, and all requisitions shall be addressed to them through the proper channels and departments of the navy and army ; but as forbearance on the part of the inhabitants is essential to the principal of these arrangements, it is necessary that all manner of civil persons should remain at their respective habitations ; and any peasants or other persons found in arms, singly, or in small troops, or who may be guilty of any act of violence, must expect to be treated with rigour.

“ The government of his Danish majesty having hitherto refused to treat this matter in an amicable way, part of the army has been disembarked, and the whole force has assumed a warlike attitude ; but it is as yet not too late for the voice of reason and moderation to be heard.

“ Given in the Sound, under our hands and seals this 16th day of August, 1807.

“ (Signed)

JAMES GAMBIER.

“ CATHCART.”

To prevent any reinforcements, or supplies, from being thrown into Zealand, or the contiguous islands, Admiral Gambier found it expedient to surround them with his shipping, and to declare them in a state of

blockade. In the mean time, the siege of the Danish capital had been commenced; into the military details of which, however, neither our limits, nor the nature of the present work, will permit us to enter. Under the date of August 23, Admiral Gambier, in his journal of the proceedings, says:—"The battery on the left wing of the army (which is calculated to defend its advance from the annoyance of gun-boats) being completed and mounted with thirteen twenty-four pounders, the construction of mortar batteries, under cover of the above, are in progress. The enemy observing these movements, appeared yesterday to be collecting their praams and gun-boats near the harbour's mouth, in preparation for a powerful attack on our works. Our advanced squadron continuing in their position for defending the operations on shore, were, about ten A. M., attacked by three praams (carrying each twenty guns) and a considerable number of gun-boats (said to be more than thirty), in addition to the fire from the Crown battery, floating batteries, and block ships, which was continued for more than four hours. The fire was returned with great spirit from the squadron, and some attempts were made to throw Mr. Congreve's rockets, but the distance was too great to produce much effect from them. About two P. M. the gun brigs which were farthest advanced, not being able to make any impression against so vast a force were ordered to retire, and the firing ceased."—On the 24th, in consequence of the general success of the operations, the works which had been previously constructed were abandoned, and a position taken nearer to the town. It is only from this period that the siege more regularly commenced. Within seven days after, all the preparations for the attack

were completed; and on the afternoon of the first of September, the following summons was sent to General Peyman, the Danish Governor:—

“ Sir,—We, the commanders in chief of his Majesty’s sea and land forces before Copenhagen, judge it expedient at this time to summon you to surrender the place, for the purpose of avoiding the future effusion of blood, by giving up a defence, which it is evident cannot long be continued.

“ The King, our gracious master, used every endeavour to settle the matter, now in dispute, in the most conciliatory manner, through his diplomatic servants.

“ To convince his Danish majesty and all the world, of the reluctance with which his Majesty finds himself compelled to have recourse to arms, we, the undersigned, at this moment, when our troops are before your gates, and our batteries ready to open, do renew to you the offer of the same advantageous and conciliatory terms which were proposed through his Majesty’s ministers to your court. If you will consent to deliver up the Danish fleet, and to our carrying it away, it shall be held in deposit for his Danish majesty, and shall be restored, with all its equipments, in as good a state as it is received, as soon as the provisions of a general peace shall remove the necessity which has occasioned this demand.

“ The property of all sorts which has been captured since the commencement of hostilities will be restored to its owners, and the union between the United Kingdoms of Great Britain and Ireland, may be renewed. But if this offer is rejected now, it cannot be repeated. The captured property, public and private, must then

belong to the captors ; and the city when taken, must share the fate of conquered places. We must request an early decision, because in the present advanced position of the troops so near your glacis, the most prompt and vigorous attack is indispensable, and delay would be improper. We therefore expect to receive your decision by——

“ We have the honour to be, &c.

“ J. GAMBIER, Commander in Chief of his Majesty's ships.

“ CATHCART, Commander in Chief of the army.”

To this summons, General Peyman returned the following answer:—

Copenhagen, Sept. 1, 1807.

“ My Lords,

“ Our fleet, our own indisputable property, we are convinced is as safe in his Majesty's hands as ever it can be in those of the King of England, as our master never intended any hostilities against yours.

“ If you are cruel enough to endeavour to destroy a city that has not given any the least cause to such a treatment at your hands, it must submit to its fate ; but honour and duty bid us to reject a proposal unbecoming an independent power ; and we are resolved to repel every attack, and defend to the utmost the city and our good cause, for which we are ready to lay down our lives.

“ The only proposal in my power to make in order to prevent further effusion of blood, is to send to my royal master, for learning his final resolution, with respect to

the contents of your letter, if you will grant a passport for this purpose. I am, &c.

" (Signed) PEYMAN, Commander in Chief of his Danish Majesty's land forces."

" *His Excellency Admiral Gambier, and Lord Cathcart, Commanders in Chief of the British sea and land forces.*"

Lord Cathcart returned the following reply:—

" *Head Quarters, before Copenhagen;*

" *September 2, 1807.*

" Sir,—It is with great regret that we acquaint you, that it is not now in our power to suspend our combined operations during the time necessary for consulting your government.

" We have done the utmost within the limits of our authority in offering to you, at this moment, terms as advantageous as those which were proposed to prevent a rupture.

" We shall deeply lament the destruction of the city, if it is injured; but we have the satisfaction to reflect, that, in having renewed to you, for the last time, the offer of the most advantageous and conciliatory terms, we have done our utmost to save the effusion of blood, and prevent the horrors of war.

" We have the honour to be, &c.

(Signed) " J. GAMBIEB, Admiral, &c.

" CATHCART, Lieut.-Gen." &c.

*His Excellency Major-General Peyman,
Commander in Chief of his Danish
Majesty's land forces, Copenhagen.*

Accordingly, on the following morning (the 2d) the mortar batteries which had been erected by the army in

the several positions they had taken round Copenhagen, together with the bomb-vessels, which they placed in convenient situations, began the bombardment with such power and effect, that in a short time the town was set on fire, and by the repeated discharges of our artillery, was kept in flames in different places till the evening of the 5th, when a considerable part of it being consumed, and the conflagration having arrived at a great height, threatening the speedy destruction of the whole city, General Peyman sent out a flag of truce, desiring an armistice, to afford time to treat for a capitulation. To this request, Lord Cathcart replied in the following letter:—

“ Sir,—The same necessity which has obliged us to have recourse to arms, on the present occasion, compels me to decline any overture which might be productive of delay only ; but to prove to you my ardent desire to put an end to scenes which I behold with the greatest grief, I send an officer who is authorised to receive any proposal you may be inclined to make relative to articles of capitulation, and upon which it may be possible for me to agree to any, even the shortest armistice. I have the honour to be, &c.

(Signed) “ CATHCART, Lieut.-General.”

After some farther correspondence, the Danish general agreed to capitulate, and the following terms were agreed to :—

ARTICLES OF CAPITULATION.

Art. I. When the Capitulation shall have been signed and ratified, the troops of his Britannic Majesty are to be put in possession of the Citadel.

Art. II. A guard of his Britannic Majesty's troops shall likewise be placed in the dock-yards.

Art. III. The ships and vessels of war of every description, with all the naval stores belonging to his Danish Majesty, shall be delivered into the charge of such persons as shall be appointed by the commanders in chief of his Britannic Majesty's forces; and they are to be put in immediate possession of the Dock-yards, and all the buildings and storehouses belonging thereto.

Art. IV. The store-ships and transports in the service of his Britannic Majesty are to be allowed, if necessary, to come into the harbour, for the purpose of embarking such stores and troops as they have brought into this island.

Art. V. As soon as the ships shall have been removed from the Dock-yard, or within six weeks from the date of this capitulation, or sooner if possible, the troops of his Britannic Majesty shall deliver up the Citadel to the troops of his Danish Majesty, in the state in which it shall be found when they occupy it. His Britannic Majesty's troops shall likewise, within the before-mentioned time, or sooner if possible, be embarked from the island of Zealand.

Art. VI. From the date of this capitulation, hostilities shall cease throughout the island of Zealand.

Art. VII. No person whatsoever shall be molested, and all property, public or private, with the exception of the ships and vessels of war, and the naval stores before-mentioned, belonging to his Danish Majesty, shall be respected, and all civil and military officers, in the service of his Danish Majesty, shall continue in the full exercise of their authority throughout the island of Zealand; and every thing shall be done which can tend

to produce union and harmony between the two nations.

Art. VIII. All prisoners taken on both sides shall be unconditionally restored, and those officers who are prisoners on parole shall be released from its effect.

Art. IX. Any English property that may have been sequestrated, in consequence of the existing hostilities, shall be restored to the owners. This capitulation shall be ratified by the respective commanders in chief, and the ratifications shall be exchanged before twelve o'clock at noon this day. Done at Copenhagen, this 7th day of September, 1807.

(Signed)

ARTHUR WELLESLEY.

HOMER POPHAM.

GEORGE MURRAY.

(Signed)

(Ratifié par moi)

PEYMAN.

A List of the Danish Ships and Vessels delivered up by the Capitulation of Copenhagen to his Majesty's Forces, September 7, 1807.

Christian the Seventh, of 96 guns. Neptune, 84. Waldemaar, 84. Princess Sophia Frederica, 74. Justice, 74. Heir Apparent Frederick, 74. Crown Prince Frederick, 74. Fuen, 74. Oden, 74. Three Crowns, 74. Skiold, 74. Crown Princess Maria, 74. Denmark, 74. Norway, 74. Princess Carolina, 74. Detmarcken, 64. Conqueror, 64. Mars, 64.

Frigates.—Pearl, 44. Housewife, 44. Liberty, 44. Iris, 44. Rota, 44. Venus, 44. Nyade, 36. Triton, 28. Frederigstein, 21. Little Belt, 24. St. Thomas, 22. Fylla, 24. Elbe, 20. Eyderen, 20. Clackstad, 20.

Brigs.—Sharpe, 18. Glommen, 18. Ned Elven, 18. Mercure, 18. Courier, 14. Flying Fish.

Gun-Boats.—Eleven with two guns in the bow. Fourteen with one gun in the bow, and one in the stern.

J. GAMBIER.

“The object of securing this fleet,” observes Lord Cathcart, in one of his official dispatches, “having been attained, *every other provision, of a tendency to wound the feelings or irritate the nation has been avoided*; and although the bombardment and cannonade have made considerable havoc and destruction in the town, *not one shot was fired into it till after it was summoned*, with the offer of the most advantageous terms; *not a single shot after the first indication of a disposition to capitulate*; on the contrary, the firing, which lasted three nights, from his Majesty’s batteries, was considerably abated on the 2d, and was only renewed on the 3d, to its full vigour, on supposing, from the quantity of shells thrown from the place, that there was a determination to hold out. “On the evening of the 5th of September, a letter was sent by the Danish general, to propose an armistice of twenty-four hours, for preparing an agreement on which articles of capitulation might be founded. The armistice was declined, as tending to unnecessary delay, and the works were continued; *but the firing was countermanded*, and Lieutenant-Colonel Murray was sent to explain that no proposal of capitulation could be listened to, unless accompanied by the surrender of the fleet.

“The ratification was exchanged in the course of the morning of the 7th, and at four in the afternoon of

the morning of the 7th, and at four in the afternoon of the same day, Lieut. Gen. Buttard proceeded to take possession.

"The British grenadiers present, with detachments from all the other corps of cavalry and infantry, under the command of Colonel Cameron, of the 79th regiment, with two brigades of artillery, marched into the citadel, while Major-General Spencer having embarked his brigade at the Kalk Brauderie, landed in the dock-yard, and took possession of each of the line of battle ships, and of all the arsenals; *the Danish guards withdrawing when those of his Majesty were ready to replace them*, and proper officers attending to deliver stores as far as inventories could be made up.

"The town being in a state of the greatest ferment and disorder, I most willingly acceded to the request that our troops should not be quartered in it, and that neither officers or soldiers should enter it for some days; and, having the command of possession from the citadel, whenever it might be necessary to use it; *I had no objection to leaving the other gatts in the hands of the troops of his Danish Majesty, together with the police of the place.*

"We have consented to the re-establishment of the port; but all arrivals and departures are to be at and from the citadel.

"The amount of the garrison of the town is not easily ascertained. The regular troops were not numerous; but the number of batteries which fired at the same time, together with the floating defences, prove that there must have been a very great number of militia and burghers, with other irregular forces; and their ordnance was well served."

This expedition cost Britain, of the navy, about

twenty killed, and forty wounded; of the military, about forty-two killed, one hundred and forty-four wounded, and twenty-four missing.

It may in truth be remarked, that an expedition more adequate to its object has seldom been equipped, than that which effected the reduction of Copenhagen, and the capture of the Danish fleet. By this grand *coup de main* of the British government—a stroke by which Buonaparte was completely outwitted;—we wrested from the grasp of the enemy eighteen Danish ships of the line, mounting from sixty-four to ninety six guns each; three ships of the line, upon the stocks; fifteen fine frigates; six brigs; twenty-five gun-boats; and an immense quantity of naval stores and ammunition.

We confess ourselves to be amongst those who regard the necessity of the case as a sufficient apology for our conduct. Britain acted on that first principle of our nature, *self-preservation*. The question was simply this: whether Buonaparte should be permitted to seize upon the Danish fleet, and to employ it in hostile purposes against England (as it was proved, from unquestionable authority, was his intention)? or whether, by securing that fleet ourselves, we should deprive him of the means of annoying us, and insure our own safety? His Majesty's ministers wisely preferred the latter. Yet we intended no injury to the Danes. Disclaiming all idea of capture, we solicited only a *deposit*. The proposal was even merciful to the Danes; as, had they acceded to it, their fleet and naval stores would have eluded the rapacious grasp of Buonaparte and have been safely restored to them at the conclusion of a general peace.

Government are known to have received the most positive intelligence, that Buonaparte had formed a plan

for occupying Zealand, and that, having possessed himself of the Danish navy, it was his intention immediately to invade Ireland. In this intention he was happily frustrated. We fear, too, that, viewing our maritime ascendancy with a jealous eye, the Danes would rather have facilitated than thwarted his views. We have a right to infer this from their former conduct at the period of the Northern Confederacy; and from the uncommon abundance of stores which were found in their arsenals; stores which could not have been amassed but from hostile aims. There was something determined, also, in their opposition. They extinguished the lights of Anholt, Skagen, Fakkeberg, and Langeland; and it is said, that the Crown Prince gave orders for the burning of the fleet, rather than that it should be suffered to fall into the hands of the English.

The Danes are said to have sustained a loss of from five to six thousand in killed and wounded; the steeple of the great church, in Copenhagen, fell in with a tremendous crash; eighteen hundred houses were destroyed; and the conflagration of the town was terrific almost beyond description.

"Besides the principal church," says an article in a foreign journal of the time, "several streets in the northern quarter of the town are mostly in ashes; there is scarcely a house that is not damaged. According to report, the bombs, grenades, and rockets thrown into the town, exclusive of the cannon shot, exceeded two thousand in number. Fifteen hundred burghers and inhabitants have lost their lives; and four hundred wounded persons, of both sexes, have been carried to Frederick's Hospital. Notwithstanding this dreadful devastation, the courage and valour of the garrison,

supported by their burghers, can scarcely be described. The king's life guard, mostly composed of students, under Count Hauch, distinguished themselves to such a degree, that the English called them 'the corps of officers.' Their loss consists of sixty killed and wounded. The artillery, and the officers of every description, have done all that could be expected of brave men. The commandant, Major-General Peyman, was wounded by a musket-ball in the attack upon the Classen Garden. Several officers are dead of their wounds."

Nothing, however, can prove the moderation of the English character more decidedly than the conduct which was pursued by our commanders at Copenhagen. From the first moment of our landing, the most efficient measures were adopted for preventing the oppression or injury of individuals; and, no sooner had our object, in acquiring possession of the fleet and arsenals, been accomplished, than affairs were suffered, as much as possible, to revert to their former channels. Were not comparisons odious, we would exultingly exclaim:--Look at the conduct of the British, in the conquest of Copenhagen, and that of the French, in the subjugated territories of the continent!

Immediately after the intelligence of the capture had arrived in London, directions were sent to Chatham and Sheerness for receiving the Danish fleet at those places; the Trinity houses, at London, Hull, and Leith, were ordered to furnish a certain number of masters and pilots, well acquainted with the navigation of the north seas, to pilot them to England; and a proclamation was issued by Government, offering an allowance of 2*l.* 1*s.* and able seaman's pay, to the crews of the Greenlandmen then lately arrived, and to other sailors

employed in the British fisheries, &c. to induce them to proceed to Copenhagen, and to assist in navigating the ships to this country. It is scarcely necessary to add, that a sufficient number was very speedily obtained; and, in due time, the Danish navy was conveyed in safety to the shores of Britain.

The capture of the Danish frigate, *Fredrickscoam*, by the *Comus*, Captain Peywood, is one of the extraordinary exploits performed on this occasion, which particularly merit notice. The vast disparity of force between the two ships is the first object which must strike the reader. The *Frederickscoam* had twenty-six twelve pounders on the main deck; four six pounders, and six twelve pounder carronades, on the quarter-deck and fore-castle; and two hundred and twenty-six men. The *Comus* had only twenty-two nine pounders on the main deck; eight twenty-four pounder carronades, and two nine pounder carronades, on the quarter-deck and fore-castle, and one hundred and forty-five men. The *Frederickscoam* had quitted *Elsineur* roads on the night between the 12th and 13th of August; and the *Comus*, which, with the *Defence*, had been sent in pursuit, came up with her on the night of the 14th. A severe action of forty-five minutes ensued; when, the two ships falling on board of each other, the boarders from the *Comus*, headed by Lieutenants Watts and Knight, very gallantly boarded her bow, and finally obtained possession of her. It is remarkable, that, during the contest, the *Comus* had only one man wounded; while the *Frederickscoam* had twelve killed, and twenty wounded, several of them mortally.

About the same time that Copenhagen fell, Heligo-

doubt of the urgency of the danger, or a hope of an effectual counteraction to it, in the means, or in the dispositions of Denmark.

“ But his Majesty could not but recollect, that when, at the close of the former war, the court of Denmark engaged in a hostile confederacy against Great Britain; the apology offered by that court for so unjustifiable an abandonment of a neutrality which his Majesty had never ceased to respect, was founded on its avowed inability to resist the operation of external influence, and the threats of a formidable neighbouring power. His Majesty could not but compare the degree of influence, which at that time determined the decision of the court of Denmark, in violation of positive engagements, solemnly contracted but six months before; with the increased operation which France had now the means of giving to the same principle of intimidation, with kingdoms prostrate at her feet, and with the population of nations under her banners.

“ Nor was the danger less imminent than certain. Already the army destined for the invasion of Holstein was assembling on the violated territory of neutral Ham-
burgh. And Holstein once occupied, the Island of Zealand was at the mercy of France, and the navy of Denmark at her disposal.

“ It is true, a British force might have found its way into the Baltic, and checked for a time the movements of the Danish marine. But the season was approaching when that precaution would no longer have availed; and when his Majesty's fleet must have retired from that sea, and permitted France, in undisturbed security, to accumulate the means of offence against his Majesty's dominions.

" Yet, even under these circumstances, in calling upon Denmark for the satisfaction and security which his Majesty was compelled to require, and in demanding the only pledge by which that security could be rendered effectual—the temporary possession of that fleet, which was the chief inducement of France for forcing Denmark into hostilities with Great Britain;—his Majesty accompanied this demand with the offer of every condition which could tend to reconcile it to the interests and to the feelings of the court of Denmark.

" It was for Denmark herself to state the terms and stipulations which she might require.

" If Denmark was apprehensive that the surrender of her fleet would be resented by France as an act of connivance; his Majesty had prepared a force of such formidable magnitude, as must have made concession justifiable even in the estimation of France, by rendering resistance altogether unavailing.

" If Denmark was really prepared to resist the demands of France, and to maintain her independence, his Majesty proffered his co-operation for her defence—naval, military, and pecuniary aid; the guarantee of her European territories, and the security and extension of her colonial possessions.

" That the sword has been drawn in the execution of a service indispensable to the safety of his Majesty's dominions, is matter of sincere and painful regret to his Majesty. That the state and circumstances of the world are such as to have required and justified the measure of self-preservation, to which his Majesty has found himself under the necessity of resorting, is a truth which his Majesty deeply deploras, but for which he is in no degree responsible.

“ His Majesty has long carried on a most unequal contest of scrupulous forbearance against unrelenting violence and oppression. But that forbearance has its bounds. When the design was openly avowed, and already but too far advanced towards its accomplishment, of subjecting the Powers of Europe to one universal usurpation, and of combining them by terror or by force in a confederacy against the maritime rights and political existence of this kingdom, it became necessary for his Majesty to anticipate the success of a system, not more fatal to his interests than to those of the powers who were destined to be the instruments of its execution!

“ It was time that the effects of that dread which France has inspired into the nations of the world, should be counteracted by an exertion of the power of Great Britain, called for by the exigency of the crisis, and proportioned to the magnitude of the danger.

“ Notwithstanding the declaration of war on the part of the Danish government, it still remains for Denmark to determine, whether war shall continue between the two nations. His Majesty still proffers an amicable arrangement. He is anxious to sheathe the sword, which he has been most reluctantly compelled to draw. And he is ready to demonstrate to Denmark and to the world, that having acted solely upon the sense of what was due to the security of his own dominions, he is not desirous, from any other motive, or for any object of advantage or aggrandizement, to carry measures of hostility beyond the limits of the necessity which has produced them.”

Notwithstanding the certain proofs which had been obtained, of the decidedly hostile feelings of Denmark

towards England, the British government felt itself bound in honour to evacuate the island of Zealand by the 20th of October, agreeably to the letter of the capitulation, which had been signed in September. The following extract from Lord Cathcart's official dispatch, of the 21st of October, will accordingly shew, that the agreement was most scrupulously fulfilled:—

“As no sort of infraction,” says his Lordship, “of the capitulation had been made by the Danes, who, on the contrary, acted most honourably in the strict and literal fulfilment of their engagement; with a view to the fulfilment of the articles of the capitulation on our part, it was decided to commence the embarkation of the army on Tuesday, the 13th instant.

“Accordingly, on that day, the eight battalions of the line of the King's German Legion were embarked in the arsenal; and, on the 14th, the two light battalions of the King's German Legion, together with Brigadier-General Macfarlane's brigade, viz. the 7th and 8th regiments of British, which embarked in the same ships which brought them from Hull. These corps, with the depot and garrison company of the Legion, and the sick and wounded of the army, completely occupied all the troop ships, whether for home or foreign service, which had not been appropriated to the conveyance of naval stores.

“These ships having been removed to the Road, were replaced by the horse ships.

“On the same day the advanced posts were withdrawn from Kolhaven, Werdenberg, Corsoer Kallenberg, Fredericksberg, Hersholm, and adjacents, and proceeding through a chain of cavalry posts, reached the environs of Copenhagen in three marches.

“ The embarkation of the Royal Artillery, with the field and battering ordnance, having been gradually carried on from the Kalk Brauderie, that of the cavalry and foreign artillery in the dock-yard, and that of the British regiments from the citadel, to the men of war, there remained on shore, on Sunday afternoon the 18th instant, only the brigade of guards, who moved on that day from the palace of Fredericksberg to the Strand near Hellerup, with one brigade of British light artillery, the flank companies of the 32d and 50th regiments, with the 82d regiment, under Major-General Spencer, in the arsenal; and the 4th regiment, with a detachment of royal artillery, in the citadel, under Lieutenant-Colonel Wynch, who acted as lieutenant governor; the 4th, or King's own regiment, having been in garrison there the whole time.

“ Lieutenant-General Sir George Ludlow was appointed to command the rear-guard of the army.

“ In the evening of the 18th inst. a gale of wind came on which lasted twenty-four hours, and rendered further embarkation impossible, and any communication from the shore with the ships very difficult.

“ As soon as it became evident that the evacuation of the Island on the 19th was impracticable, a correspondence took place between the British and Danish head-quarters, the result of which left no reason to apprehend that hostilities would re-commence on either side at the expiration of the term, although the Danish General protested in strong terms, against our retaining the citadel, which, on the other hand, it was not judged expedient to evacuate.

“ On the 20th, the morning was calm, and, as soon as it was light, the drums of all his Majesty's regiments

on shore beat the generale; and the dock-yard and harbour being entirely cleared of transports and British vessels, the corps commanded by Major-General Spencer rowed out of the arsenal, under the guns of the citadel, and proceeded along the shore to Hellerup, to be in readiness to reinforce the Guards. His Majesty's sloop *Rosamond* having been also towed out of the harbour, and the King's ships within reach of the Three Crown Battery having got under weigh, the 4th regiment marched out of the citadel, and proceeded to join the Guards, covered by its own flank companies, and by piquets of the Guards.

"As soon as they had marched, the bridge was drawn up, and the British Fort-Adjutant was sent to the Danish head-quarters to acquaint the general that he was at liberty to send a guard to take charge of the citadel; accordingly a small detachment of the Royal Artillery, and of the 4th regiment, were relieved by a guard of Danish troops, and the ordnance inventories and keys having been given over to the officers appointed to receive them by Major Bodecker, the fort-major, and Captain Patterson, of the Royal-Artillery, the British detachment embarked with those officers at the Citadel, and proceeded to Hellerup.

"As soon as the 4th regiment had joined the Guards, Lieutenant-General Sir George Ludlow began the embarkation, which was completed with great expedition and regularity.

"No troops of the enemy appeared, and there was no concourse of inhabitants. People of all ranks in the city, in the villages, and on the public road, were extremely civil. Had any disturbance been intended, or had any been accidentally excited, the embarkation would

have been equally secure from insult, the place selected being open and level, and out of the range of fire from the Crown Battery or Citadel, but commanded by his Majesty's light ships of war.

"The brow, or stage itself, from which the troops embarked, was judiciously and ingeniously contrived by Sir Home Popham, to answer equally the purposes of embarkation and defence.

"A small vessel, a praam, and a floating-battery, were fastened successively to each other on the beach; the two first being planked over, and the last beyond them having several guns of large calibre prepared for action in an oblique direction, and manned by seamen.

"The flat-boats drew up on the two sides of the praam, and the gun-boats, which also received troops, were placed beyond the floating-battery; so that, as soon as the brigade of artillery was embarked, the troops marched to their boats, and the whole put off to their respective ships; after which the floating-battery and praam were destroyed."

Admiral Gambier, in his official letter, says:—"In the space of six weeks, sixteen sail of the line, nine frigates, fourteen sloops of war and smaller vessels, besides gun-boats, have been fitted for sea, and all the large ships laden with masts, spars, timber, and other stores, from the arsenal, from whence also ninety-two cargoes have been shipped on board transports, and other vessels chartered for the purpose, the sum of whose burthen exceeds 40,000 tons. A considerable number of masts and spars have been put on board the *Leyden* and *Inflexible*, which were well adapted for this purpose, and some valuable stores on board his Majesty's ships; nor

can I forbear to remark, that such was the emulation among the several ships of the fleet to which the Danish ships were respectively attached for equipment, that within nine days fourteen sail of the line were brought out of harbour, although some of them underwent, in our hands, considerable repairs. Of the three ships on the stocks two have been taken to pieces, and the useful part of their timbers brought away; and the third, being in a considerable state of forwardness, was sawed in various parts, and suffered to fall over. On a review of the whole, I think it may be asserted, without derogating from the merit of any former service, that the characteristic activity of the British officers, seamen, and marines, was never more zealously exerted than on this occasion; but I must not omit at the same time to inform their lordships, that a very considerable proportion of the labour of the arsenal has been performed with equal zeal and energy, by large working parties from the army, whose exertions entitle them to the same praise."

The exertions of the officers in this service were not passed over unnoticed or unrewarded. Lord Cathcart was made an English baron and viscount; Admiral Gambier a baron; and General Burrard, Admiral Stanhope, and General Blomfield, were advanced to the dignity of baronets.

On the 4th of November, letters of marque and reprisal were granted, and a formal declaration of war was issued against Denmark.

Previously to this, however, though of course unknown to the British government, the Emperor of Rus-

sia, advocating the cause of the Danes, had issued the following DECLARATION:—

“ The higher the value in which the Emperor held the amity of his Britannic Majesty, the keener the regret he must feel at the complete alienation of that monarch.

“ Twice has the Emperor taken up arms in a cause in which the interests of England were more immediately concerned: but he has solicited to no purpose her co-operation to promote the accomplishment of her own objects. He did not require she should unite her forces with his; he was anxious only she should make a diversion in their favour. He was astonished that in the furtherance of her own cause she herself would make no exertion. On the contrary, she looked on a cold spectatrix of the sanguinary theatre of the war, which she had herself kindled, and sent a part of her troops to attack Buenos Ayres. Another portion of her army, which seemed to be destined to make a diversion in Italy, finally withdrew from Sicily where it was assembled. Hopes were entertained that they had taken that step, in order to throw themselves on the Neapolitan coast; but it was soon understood that they were employed in taking possession of Egypt.

“ But what most sensibly hurt the feelings of his Imperial Majesty was, to see that in violation of the faith and express stipulations of treatise, England annoyed the maritime trade of his subjects; and at what period was this proceeding adopted? When the blood of the Russians was flowing in the glorious battles which accumulated and directed against the armies of his Imperial Majesty the whole of the military force of

his Majesty the Emperor of the French, with whom England was, and still is, at war !

“ When the two Emperors made peace, his Majesty, notwithstanding his just causes of displeasure at the conduct of England, did not, however, refrain from endeavouring to render her services. The Emperor stipulated in that very treaty that he should interpose his mediation between England and France ; and he accordingly made an offer of that mediation to the King of Great Britain, apprising him that it was with a wish to obtain honourable conditions for him. But the British ministry, adhering no doubt to the plan that was to dissolve and break off all the ties between Russia and England, rejected that mediation.

“ The peace between Russia and France was likely to bring about a general peace, but it was at this moment that England suddenly awoke from that apparent lethargy in which she had slumbered ; though it was only to throw into the north fresh fire-brands, which were to rekindle, and have actually kindled, the flames of a war which she was desirous not to see extinguished.

“ Her fleets, her troops, appeared on the Danish coasts, to execute an act of violence of which history, so fruitful in examples, records no parallel.

“ A power distinguished for its peaceful and moderate conduct, and for a long and unexpected course of wise neutrality, and who sustained, amidst surrounding monarchies, a kind of moral dignity, finds itself treated as if it was engaged in secret plots, and was meditating the downfall of England, while the whole of these imputations were only meant to justify the sudden and entire spoliation of that power.

“ The Emperor, wounded in his dignity, wounded

in the affection he feels for his people, wounded in his engagements with the courts of the north, by this act of violence committed in the Baltic, a close sea, the tranquillity of which has so long depended on the court of St. James's, and is reciprocally guaranteed by both powers, did not dissemble his resentment against England, and warned her that he should not remain indifferent to such a proceeding.

“ His Majesty did not foresee, that while England, having successfully employed her forces, was on the point of seizing on her prey, she would offer a fresh outrage to Denmark, in which his Majesty was to bear a part.

“ New propositions, still more insidious than those made at first, were made to Denmark, which aimed at binding down to England that power, thus subjugated, degraded ; and applauding, as it were, every thing that had happened.

“ Still less did the Emperor foresee that it would be proposed to him to guarantee that submission, and to promise that that act of violence should not be attended with any mischievous consequence to England.

“ The English ambassador seems to have imagined that he might venture to propose to the minister of the Emperor, that his Imperial Majesty should undertake the apology and defence of a proceeding which his Majesty had so openly condemned. To this step on the part of the cabinet of St. James's, his Majesty has thought proper to pay only that attention which it deserved, and has deemed it high time to set limits to his moderation.

“ The Prince Royal of Denmark, endowed with a character full of nobleness and energy, and having been

blessed by Providence with a soul as elevated as his rank, had apprized the Emperor, that, justly enraged against what had recently happened at Copenhagen, he had not ratified the convention respecting it, and that he considered it as null and void.

“ That prince has just now acquainted his Majesty with the new propositions that have been made to him, and which are of a nature rather to provoke his resistance than to appease his resentment, for they tend to stamp on his actions the seal of degradation, the impress of which they never will exhibit.

“ The Emperor, struck with the confidence which the Prince Royal placed in him, having moreover considered his own grounds of dissatisfaction with England, having attended to his engagements with the Powers of the North—engagements entered into by the Empress Catharine, and by his late Imperial Majesty, both of glorious memory, has resolved upon fulfilling them.

“ His Imperial Majesty breaks off all communication with England: he recalls his embassy from that court, and will not allow any ambassador from her to continue at his court. There shall henceforward exist no relations between the two countries.

“ The Emperor declares that he abrogates for ever every act hitherto concluded between Great Britain and Russia, and particularly the convention concluded in 1804. He proclaims anew the principles of the Armed Neutrality, that monument of the wisdom of the Empress Catharine, and binds himself never to recede from that system.

“ He calls upon England to give complete satisfaction to his subjects, with respect to all the just claims they may set up, of ships and merchandizes seized and

detained contrary to the express tenor of the treaties concluded during his own reign.

“The Emperor gives warning, that nothing shall be re-established between Russia and England, until the latter shall have given satisfaction to Denmark.

“The Emperor expects, that his Britannic Majesty, instead of permitting his ministers to scatter fresh seeds of war, in compliance only with his own feelings, will be induced to conclude a peace with his Majesty the Emperor of the French, which would be extending in a manner, to the whole world, the inestimable blessings of peace.

“When the Emperor shall be satisfied on all these points, and especially upon that of a peace between France and England, without which no part of Europe can expect to enjoy any real tranquillity, his Imperial Majesty will then willingly return to the relations of amity with Great Britain, which in the state of just resentment which the Emperor should feel, he has maintained, perhaps, too long.

“Done at Petersburgh, the 26th Oct. 1807.”

This paper called forth a counter declaration from his Britannic Majesty; an instrument altogether as bold, explicit, and unanswerable, as the Russian manifesto was flimsy and sophistical. This paper, notwithstanding its great length, we feel ourselves under the necessity of introducing in this place, in consequence of its extraordinary importance to the naval and general interests of Britain. It is as follows:—

DECLARATION.

“The Declaration issued at St. Petersburgh by his Majesty the Emperor of all the Russias, has excited in

his Majesty's mind the strongest sensations of astonishment and regret.

“ His Majesty was not unaware of the nature of those secret engagements which had been imposed upon Russia in the conferences of Tilsit ; but his Majesty had entertained the hope, that a review of the transactions of that unfortunate negotiation, and a just estimate of its effects upon the glory of the Russian name, and upon the interests of the Russian empire, would have induced his Imperial Majesty to extricate himself from the embarrassment of those new councils and connexions which he had adopted in a moment of despondency and alarm ; and to return to a policy more congenial to the principles which he has so invariably professed, and more conducive to the honour of his crown, and to the prosperity of his dominions.

“ This hope has dictated to his Majesty the utmost forbearance and moderation in all his diplomatic intercourse with the court of St. Petersburg since the peace of Tilsit.

“ His Majesty had much cause for suspicion, and just ground of complaint. But he abstained from the language of reproach. His Majesty deemed it necessary to require specific explanation with respect to those arrangements with France, the concealment of which from his Majesty could not but confirm the impression already received of their character and tendency. But his Majesty, nevertheless, directed the demand of that explanation to be made, not only without asperity or the indication of any hostile disposition, but with that considerate regard to the feelings and situation of the Emperor of Russia, which resulted from the recollection

of former friendship, and from confidence interrupted but not destroyed.

“ The declaration of the Emperor of Russia proves that the object of his Majesty’s forbearance and moderation has not been attained. It proves, unhappily, that the influence of that power, which is equally and essentially the enemy both of Great Britain and of Russia, has acquired a decided ascendancy in the councils of the cabinet of St. Petersburg, and has been able to excite a causeless enmity between two nations, whose long established connexion, and whose mutual interests, prescribed the most intimate union and co-operation.

“ His Majesty deeply laments the extension of the calamities of war. But called upon, as he is, to defend himself against an act of unprovoked hostility, his Majesty is anxious to refute, in the face of the world, the pretences by which that act is attempted to be justified.

“ The declaration asserts, that his Majesty the Emperor of Russia has twice taken up arms in a cause in which the interest of Great Britain was more direct than his own; and founds upon this assertion the charge against Great Britain of having neglected to second and support the military operations of Russia.

“ His Majesty willingly does justice to the motives which originally engaged Russia in the great struggle against France. His Majesty avows, with equal readiness, the interest which Great Britain has uniformly taken in the fates and fortunes of the powers of the Continent. But it would surely be difficult to prove that Great Britain, who was herself in a state of hostility with Prussia, when the war broke out between Prussia and France, had an interest and a duty more direct in espousing the Prussian quarrel, than the Em-

peror of Russia ; the ally of his Prussian Majesty, the protector of the north of Europe, and the guarantee of of the Germanic constitution.

“ It is not in a public declaration that his Majesty can discuss the policy of having, at any particular period of the war, effected, or omitted to effect, disembarkations of troops on the coasts of Naples. But the instance of the war with the Porte is still more singularly chosen to illustrate the charge against Great Britain of indifference to the interests of her ally : a war undertaken by Great Britain at the instigation of Russia, and solely for the purpose of maintaining Russian interests against the influence of France.

“ If, however, the peace of Tilsit is, indeed, to be considered as the consequence and the punishment of the imputed inactivity of Great Britain, his Majesty cannot but regret that the Emperor of Russia should have resorted to so precipitate and fatal a measure, at the moment when he had received distinct assurances that his Majesty was making the most strenuous exertions to fulfil the wishes and expectations of his ally (assurances which his Imperial Majesty received and acknowledged with apparent confidence and satisfaction); and when his Majesty was, in fact, prepared to employ for the advancement of the common objects of the war, those forces which, after the peace of Tilsit, he was under the necessity of employing to disconcert a combination directed against his own immediate interests and security.

“ The vexation of Russian commerce by Great Britain is, in truth, little more than an imaginary grievance. Upon a diligent examination, made by his Majesty's command, of the records of the British courts of

Admiralty, there has been discovered only a solitary instance in the course of the present war, of the condemnation of a vessel really Russian: a vessel which had carried naval stores to a port of the common enemy. There are but few instances of Russian vessels detained; and none in which justice has been refused to a party regularly complaining of such detention. It is therefore matter of surprise as well as of concern to his Majesty, that the Emperor of Russia should have condescended to bring forward a complaint which, as it cannot be seriously felt by those in whose behalf it is urged, might appear to be intended to countenance those exaggerated declamations by which France perseveringly endeavours to inflame the jealousy of other countries, and to justify her own inveterate animosity against Great Britain.

“The peace of Tilsit was followed by an offer of mediation on the part of the Emperor of Russia, for the conclusion of a peace between Great Britain and France, which it is asserted that his Majesty refused.

“His Majesty did not refuse the mediation of the Emperor of Russia; although the offer of it was accompanied by circumstances of concealment which might well have justified his refusal. The articles of the treaty of Tilsit were not communicated to his Majesty; and specifically that article of the treaty, in virtue of which the mediation was proposed; and which prescribed a limited time for the return of his Majesty's answer to that proposal. And his Majesty was thus led into an apparent compliance with a limitation so offensive to the dignity of an independant sovereign. But the answer so returned by his Majesty was not a refusal.

It was a conditional acceptance. The conditions required by his Majesty were—a statement of the basis upon which the enemy was disposed to treat; and a communication of the articles of the peace of Tilsit. The first of these conditions was precisely the same which the Emperor of Russia had himself annexed, not four months before, to his own acceptance of the proffered mediation of the Emperor of Austria. The second was one which his Majesty would have had a right to require even as the ally of his Imperial Majesty; but which it would have been highly improvident to omit, when he was invited to confide to his Imperial Majesty the care of his honour and of his interests.

“But even if these conditions (neither of which has been fulfilled, although the fulfilment of them has been repeatedly required by his Majesty’s ambassador at St. Petersburg) had not been in themselves perfectly natural and necessary; there were not wanting considerations which might have warranted his Majesty in endeavouring, with more than ordinary anxiety, to ascertain the views and intentions of the Emperor of Russia, and the precise nature and effect of the new relations which his Imperial Majesty had contracted.

“The complete abandonment of the interests of the King of Prussia (who had twice rejected proposals of separate peace, from a strict adherence to his engagements with his Imperial ally), and the character of those provisions which the Emperor of Russia was contented to make for his own interests in the negotiations of Tilsit, presented no encouraging prospect of the result of any exertions which his Imperial Majesty might be disposed to employ in favour of Great Britain.

“It is not while a French army still occupies and

lays waste the remaining dominions of the King of Prussia, in spite of the stipulations of the Prussian treaty of Tilsit; while contributions are arbitrarily exacted by France from that remnant of the Prussian monarchy, such as, in its entire and most flourishing state; the Prussian monarchy would have been unable to discharge; while the surrender is demanded, in time of peace, of Prussian fortresses, which had not been reduced during the war; and while the power of France is exercised over Prussia with such shameless tyranny, as to designate and demand for instant death, individuals, subjects of his Prussian Majesty, and resident in his dominions, upon a charge of disrespect towards the French government; it is not while all these things are done and suffered, under the eyes of the Emperor of Russia, and without his interference on behalf of his ally, that his Majesty can feel himself called upon to account to Europe for having hesitated to repose an unconditional confidence in the efficacy of his Imperial Majesty's mediation.

“ Nor, even if that mediation had taken full effect, if a peace had been concluded under it, and that peace guaranteed by his Imperial Majesty, could his Majesty have placed implicit reliance on the stability of any such arrangement, after having seen the Emperor of Russia openly transfer to France the sovereignty of the Ionian republic, the independence of which his Imperial Majesty had recently and solemnly guaranteed.

“ But while the alleged rejection of the Emperor of Russia's mediation, between Great Britain and France, is stated as a just ground of his Imperial Majesty's resentment; his Majesty's request of that mediation, for the re-establishment of peace between Great Britain and

Denmark, is represented as an insult which it was beyond the bounds of his Imperial Majesty's moderation to endure.

" His Majesty feels himself under no obligation to offer any atonement or apology to the Emperor of Russia for the expedition against Copenhagen. It is not for those who were parties in the secret arrangements of Tilsit to demand satisfaction for a measure to which those arrangements gave rise, and by which one of the objects of them has been happily defeated.

" His Majesty's justification of the expedition against Copenhagen is before the world. The declaration of the Emperor of Russia would supply whatever was wanting in it; if any thing could be wanting to convince the most incredulous of the urgency of that necessity under which his Majesty acted.

" But until the Russian declaration was published, his Majesty had no reason to suspect that any opinions which the Emperor of Russia might entertain of the transactions at Copenhagen, could be such as to preclude his Imperial Majesty from undertaking, at the request of Great Britain, that same office of mediator, which he had assumed with so much alacrity on the behalf of France; nor can his Majesty forget that the first symptoms of reviving confidence, since the peace of Tilsit, the only prospect of success in the endeavours of his Majesty's ambassador to restore the ancient good understanding between Great Britain and Russia, appeared when the intelligence of the siege of Copenhagen had been recently received at St. Petersburg.

" The inviolability of the Baltic sea, and the reciprocal guarantees of the powers that border upon it, guarantees said to have been contracted with the knowledge

the of British government, are stated as aggravations of his Majesty's proceedings in the Baltic. It cannot be intended to represent his Majesty as having at any time acquiesced in the principles upon which the inviolability of the Baltic is maintained; however his Majesty may at particular periods have forborne, for special reasons, influencing his conduct at the time, to act in contradiction to them. Such forbearance never could have applied but to a state of peace and real neutrality in the north; and his Majesty most assuredly could not be expected to recur to it, after France has been suffered to establish herself in undisputed sovereignty along the whole coast of the Baltic sea from Dantzic to Lubeck.

"But the higher the value which the Emperor of Russia places on the engagements respecting the tranquillity of the Baltic, which he describes himself as inheriting from his immediate predecessors, the Empress Catharine and the Emperor Paul, the less justly can his Imperial Majesty resent the appeal made to him by his Majesty as the guarantee of the peace to be concluded between Great Britain and Denmark. In making that appeal, with the utmost confidence and sincerity, his Majesty neither intended, nor can he imagine that he offered, any insult to the Emperor of Russia. Nor can his Majesty conceive that, in proposing to the Prince Royal terms of peace, such as the most successful war on the part of Denmark could hardly have been expected to extort from Great Britain, his Majesty rendered himself liable to the imputation, either of exasperating the resentment, or of outraging the dignity, of Denmark.

"His Majesty has thus replied to all the different accusations by which the Russian government labours to

justify the rupture of a connexion which has subsisted for ages, with reciprocal advantage to Great Britain and Russia, and attempts to disguise the operation of that external influence by which Russia is driven into unjust hostilities for interests not her own.

“ The Russian declaration proceeds to announce the several conditions on which alone these hostilities can be terminated, and the intercourse of the two countries renewed.

“ His Majesty has already had occasion to assert, that justice has in no instance been denied to the claims of his Imperial Majesty’s subjects.

“ The termination of the war with Denmark has been so anxiously sought by his Majesty, that it cannot be necessary for his Majesty to renew any professions upon that subject. But his Majesty is at a loss to reconcile the Emperor of Russia’s present anxiety for the completion of such an arrangement, with his Imperial Majesty’s recent refusal to contribute his good offices for effecting it.

“ The requisition of his Imperial Majesty for the immediate conclusion, by his Majesty, of a peace with France, is as extraordinary in the substance, as it is offensive in the manner. His Majesty has at no time declined to treat with France, when France has professed a willingness to treat on any admissible basis. And the Emperor of Russia cannot fail to remember that the last negotiation between Great Britain and France was broken off upon points immediately affecting, not his Majesty’s own interests, but those of his Imperial ally. But his Majesty neither understands, nor will he admit the pretension of the Emperor of Russia to dictate the time, or the mode, of his Majesty’s pacific negotiations

with other powers. It never will be endured by his Majesty that any government shall indemnify itself for the humiliation of subserviency to France, by the adoption of an insulting and peremptory tone towards Great Britain.

“ His Majesty proclaims anew those principles of maritime law, against which the armed neutrality, under the auspices of the Empress Catharine, was originally directed ; and against which the present hostilities of Russia are denounced. Those principles have been recognized and acted upon in the best periods of the history of Europe ; and acted upon by no power with more strictness and severity than by Russia herself in the reign of the Empress Catharine.

“ Those principles it is the right and the duty of his Majesty to maintain : and against every confederacy his Majesty is determined, under the blessing of divine Providence, to maintain them. They have at all times contributed essentially to the support of the maritime power of Great Britain ; but they are become incalculably more valuable and important at a period when the maritime power of Great Britain constitutes the sole remaining bulwark against the overwhelming usurpations of France ; the only refuge to which other nations may yet resort, in happier times, for assistance and protection.

“ When the opportunity for Peace between Great Britain and Russia shall arrive, his Majesty will embrace it with eagerness. The arrangements of such a Negotiation will not be difficult or complicated.—His Majesty, as he has nothing to concede, so he has nothing to require : satisfied, if Russia shall manifest a disposition to return to her ancient feelings of friendship.

towards Great Britain; to a just consideration of her own true interests; and to a sense of her own dignity as an independent nation."

"Westminster, December 18, 1807."

At the same time that the above declaration appeared, letters of marque and reprisal were issued against Russia.

The injury which Denmark sustained by her ill-judged coalition with France, was not confined to the reduction of her capital, and the capture of her fleet. Towards the latter end of December, her West India islands, St. Thomas and Santa Cruz, with their respective dependencies, surrendered to the British arms. This capture, though of considerable importance, as placing the islands beyond the grasp of the French tyrant, was most easily achieved. On being summoned by General Bowyer and Admiral Cochrane, the commandant of St. Thomas's sent out three officers to know the strength of the land and sea forces; when, finding it greater than he could presume to cope with, he surrendered by capitulation. It was agreed, that the Danish troops should be considered as prisoners of war, and that the colonies should be subjected to the same commercial regulations as the British West India islands. There were 89 pieces of ordnance of different calibres taken at St. Thomas's, and 134 at Santa Cruz. The total number of merchant ships taken amounted to 89.

It may here be proper to observe, that the Danes took possession of the island of St. Thomas in 1671. An excellent harbour, in which 50 ships may ride with security, early attracted both the English and French buccaneers, who, whenever they had taken any prizes

in the lower latitudes from which they could not make the Windward Islands, put into St. Thomas's to dispose of them. It also became the port whence vessels richly laden were continually sent to carry on a clandestine trade with the Spanish coasts. Denmark, however, for a long time, had no other communication with this colony, than by a single ship, sent out annually to Africa to purchase slaves, which were sold in America. In 1719, their West India commerce increased by clearing the Island of St. John, which is adjacent to St. Thomas. Santa Cruz was not sold by France to Denmark until 1733, when it was purchased by the latter power for 30,750*l*. The annual productions of the Danish West India islands consisted of a small quantity of coffee, a great deal of cotton, seventeen or eighteen millions weight of raw sugar, and a proportionate quantity of rum.

In the autumn of 1807, the attention of the British public was irresistibly drawn to the state of affairs in Portugal, against the frontiers of which a French army of 60,000 men was known to be rapidly advancing. From her geographical situation, paucity of population, &c. it has long been obvious, that Portugal could oppose no effectual resistance to any attack from France, provided the efforts of that power were not counteracted by Spain; an event then justly considered as hopeless. Portugal, however, possessed an advantage, which no other European state enjoys; as under the protection of a British naval force, the government might emigrate *en masse* to the Brazils; and it was generally believed, that the visit of Earl St. Vincent to Lisbon, in 1806, had that object in contemplation. For some time the Prince Regent of Portugal remained firm in his determination to resist the unprincipled demands of Buona-

parte; in consequence of which the French and Spanish ambassadors left the capital; all the English merchants with their families made the greatest exertions to quit the country; and, under an apprehension of the immediate approach of the French army, the Portuguese royal navy, with the royal family on board, actually dropped down below the bar to be ready for sailing, as it was supposed, to the Brazils.

Admiral Purvis's squadron, which had been employed during the absence of Lord Collingwood in the blockade of Cadiz, quitted that station according to orders, and proceeded to Lisbon; either to facilitate the departure of the Portuguese government, or to prevent their navy from falling into the hands of the French, as events might occur.

The gallant Sir Sidney Smith was also dispatched to Lisbon to furnish such assistance as might be necessary; and, by dispatches from that officer, the English government had at length the satisfaction of learning that the Prince Regent of Portugal with the whole of the royal family, consisting of fifteen persons, had embarked for the Brazils, with seven sail of the line, five frigates, three armed brigs, and upwards of thirty Brazil merchant vessels; that the Portuguese fleet was attended by his Majesty's ships Marlborough, London, Monarch, and Bedford, under the command of Capt. Moore; that one Portuguese line of battle ship was on its way to Plymouth; that only one serviceable Portuguese line of battle ship and three hulks had been left in the Tagus; that eight Russian line of battle ships remained in the Tagus, only three of which were in a condition for sea; and that rear-admiral

Sir S. Smith had resumed the blockade of the port of Lisbon with five sail of the line.

An event so unusual and so important in its results as the entire migration of a government from one hemisphere to another, merits more than ordinary attention.

Posterity will peruse the details with avidity; and, from the credit which they must necessarily reflect upon the British government and its agents, it is necessary in this place to transcribe the dispatches of Lord Viscount Strangford, his majesty's plenipotentiary at the court of Lisbon, and Sir Sidney Smith, to whom the naval proceedings were entrusted. No historical narrative that we could furnish could equal these interesting documents, either in perspicuity or force.

Lord Strangford's letter, addressed to Mr. Canning, the secretary for foreign affairs, is as follows:

*" His Majesty's Ship Hibernia, off the
Tagus, Nov. 29, 1808.*

" SIR,

" I have the honour of announcing to you, that the Prince Regent of Portugal has effected the wise and magnanimous purpose of retiring from a kingdom which he could no longer retain, except as the vassal of France; and that his Royal Highness and family, accompanied by most of his ships of war, and by a multitude of his faithful subjects and adherents, have this day departed from Lisbon, and are now on their way to the Brazils, under the escort of a British fleet.

" This grand and memorable event is not to be attributed only to the sudden alarm excited by the appearance of a French army within the frontiers of Portugal. It has been the genuine result of the system of persevering

confidence and moderation adopted by his Majesty towards that country; for the ultimate success of which I had in a manner rendered myself responsible; and which, in obedience to your instructions, I had uniformly continued to support, even under appearances of the most discouraging nature.

"I had frequently and distinctly stated to the Cabinet of Lisbon, that in agreeing not to resent the exclusion of British commerce from the ports of Portugal, his Majesty had exhausted the means of forbearance; that in making that concession to the peculiar circumstances of the Prince Regent's situation, his Majesty had done all that friendship and the remembrance of ancient alliance could justly require; but that a single step beyond the line of modified hostility, thus most reluctantly consented to, must necessarily lead to the extremity of actual war.

"The Prince Regent, however, suffered himself for a moment to forget that, in the present state of Europe, no country could be permitted to be an enemy to England with impunity, and that however much his Majesty might be disposed to make allowance for the deficiency of the means possessed by Portugal of resistance to the power of France, neither his own dignity, nor the interests of his people, would permit his Majesty to accept that excuse for a compliance with the full extent of her unprincipled demands. On the 8th instant, his Royal Highness was induced to sign an order for the detention of the few British subjects, and of the inconsiderable portion of British property which yet remained at Lisbon. On the publication of this order I caused the arms of England to be removed from the gates of my residence, demanded my passports, presented a final remonstrance

thirty-six sail in all. They passed through the British squadron, and his Majesty's ships fired a salute of twenty-one guns, which was returned with an equal number. A more interesting spectacle than that afforded by the junction of the two fleets has been rarely beheld.

"On quitting the Prince Regent's ship, I repaired on board the *Hibernia*, but returned immediately, accompanied by Sir Sidney Smith, whom I presented to the Prince, and who was received by his Royal Highness with the most marked and gracious condescension. I have the honour to inclose lists* of the ships of war which were known to have left Lisbon this morning, and which were in sight a few hours ago. There remain at Lisbon four ships of the line and the same number of frigates, but only one of each sort is serviceable.

"I have thought it expedient to lose no time in communicating to his Majesty's Government the important intelligence contained in this dispatch. I have therefore to apologize for the hasty and imperfect manner in which it is written. I have the honour to be, &c.

"STRANGFORD."

Sir Sidney Smith's dispatch, which, with the above, forms a complete history of these proceedings, is as follows:—

*"His Majesty's Ship Hibernia, 22 leagues
West of the Tagus, Dec. 1, 1807.*

"SIR,—In a former dispatch, dated the 22d of November, with a postscript of the 26th, I conveyed to

* See Rear-Admiral Sir Sidney Smith's letter immediately following.

you, for the information of my Lords Commissioners of the Admiralty, the proofs contained in various documents of the Portuguese Government being so much influenced by terror of the French arms, as to have acquiesced to certain demands of France operating against Great Britain. The distribution of the Portuguese force was made wholly on the coast, while the land side was left totally unguarded. British subjects of all descriptions were detained, and it therefore became necessary to inform the Portuguese Government, that the case had arisen which required, in obedience to my instructions, that I should declare the Tagus in a state of blockade; and Lord Strangford agreeing with me that hostility should be met by hostility, the blockade was instituted, and the instructions we had received were acted upon to their full extent: still, however, bearing in recollection the first object adopted by his Majesty's Government, of opening a refuge for the head of the Portuguese Government, menaced as it was by the powerful arm, and baleful influence of the enemy, I thought it my duty to adopt the means open to us, of endeavouring to induce the Prince Regent of Portugal to reconsider his decision "to unite himself with the Continent of Europe," and to recollect that he had possessions on that of America, affording an ample balance for any sacrifice he might make here, and from which he would be cut off by the nature of maritime warfare, the termination of which could not be dictated by the combination of the Continental Powers of Europe.

"In this view, Lord Strangford having received an acquiescence to the proposition which had been made by us, for his lordship to land and confer with the

Prince Regent under the guarantee of a flag of truce, I furnished his lordship with that conveyance and security, in order that he might give to the Prince that confidence which his word of honour as the King's Minister Plenipotentiary, united with that of a British Admiral, could not fail to inspire towards inducing his Royal Highness to throw himself and his fleet into the arms of Great Britain, in perfect reliance on the King's overlooking a forced act of apparent hostility against his flag and subjects, and establishing his Royal Highness's Government in his Ultra Marine possessions as originally promised. I have now the heartfelt satisfaction of announcing to you, that our hopes and expectations have been realised to the utmost extent. On the morning of the 29th, the Portuguese fleet (as per list annexed) came out of the Tagus with his Royal Highness the Prince of Brazil, and the whole of the Royal Family of Braganza on board, together with many of his faithful Counsellors and adherents, as well as other persons attached to his present fortunes. This fleet of eight sail of the line, four frigates, two brigs, and one schooner, with a crowd of large armed merchant ships, arranged itself under the protection of that of his Majesty, while the firing of a reciprocal salute of twenty one guns announced the friendly meeting of those, who but the day before were on terms of hostility; the scene impressing every beholder (except the French army on the hills) with the most lively emotions of gratitude to Providence, that there yet existed a Power in the world able, as well as willing, to protect the oppressed. I have the honour to be, &c,

“ W. SIDNEY SMITH.”

List of the Portuguese Fleet that came out of the Tagus, on the 29th of November. 1807.

Principe Real, of 84 guns. Rainha de Portugal, 74. Conde Henrique, 74. Meduza, 74. Affonso d'Albuquerque, 64. D. Joas de Castro, 64. Principe de Brazil, 74. Martino de Frectas, 64.

Frigates.—Minerva, 44. Golfinho, 36. Uriana, 32. and one other, name not as yet known.

Brigs.—Voador, 22. Venganea, 20. Lebre, 22.

Schooner.—Curioza, of 12 guns.

List of the Portuguese Ships that remained in Lisbon.

St. Sebastiao, 64 guns; unserviceable without a thorough repair.

Maria Prima, 74 guns, unserviceable; ordered to be made into a floating battery, but not yet fitted.

Vasco de Gama, 74 guns, under repair and nearly ready.

Princesa da Beira, 64 guns, condemned; ordered to be fitted as a floating battery.

Frigates.—Fenix, 48 guns, in need of thorough repair; Amazona, 44 guns, in need of repair; Perola, 44 guns, in need of repair; Tritao, 40 guns, past repair; Veney, 30 guns, past repair.

Almost immediately after quitting the Tagus, a violent gale overtook, and in a great measure dispersed the Portuguese fleet; but, by the prompt and indefatigable exertions of Sir Sidney Smith, they were speedily collected and repaired, and a due distribution having been made of the passengers, troops, provisions, &c. the flotilla proceeded on its voyage to the Brazils, as already stated.

The effect of this navigation on the commercial interests of Britain, is extremely favourable; as in pro-

portion to the increase of population in Brazil, our trade with that country must be extended. British goods now find their way to Brazil in British shipping, instead of being sent through Portuguese agents at Lisbon. This renders them cheaper to the consumer, easier to be attained, and less expensive to all parties, both outwards and inwards.

That the measure of removing the Portuguese government was dictated by wisdom, there can be no doubt. Brazil is capable of holding the keys of India : its situation gives it advantages, which are unequalled, except by the Cape of Good Hope, and its productions are much superior to those of the Cape. It is competent to raise every thing that is necessary, both for use and pleasure ; and, from Mr. Barrow's elegant description of the town and harbour of Rio de Janeiro, the capital of Brazil, which we shall here take the liberty of inserting ; its situation is eminently beautiful, and admirably adapted to every agreeable and useful purpose of life.

" The first remarkable object," says Mr. Barrow, " after passing Cape Frio, is a gap or rent in the verdant ridge of mountains which skirts the sea coast. This chasm appears from a distance, like a narrow portal between two cheeks of solid stone. The cheek on the left and western side, is a solid stone of a sugar-loaf form ; a solid mass of hard sparkling granite, 680 feet high above the surface out of which it rises. The opposite cheek is of the same material, but has a regular and easy slope from the water's edge to the summit.

" A little island, strongly fortified, just within the entrance, contracts the passage to the width of about three-fourths of a mile. Having cleared this channel, one of the most magnificent scenes in nature bursts upon

the enraptured eye. Let any one imagine to himself, an immense sheet of water running back into the heart of a beautiful country, to the distance of about thirty miles, where it is bounded by a screen of lofty mountains, always majestic; whether their rugged and shapeless summits are tinged with azure or purple, or buried in the clouds. Let him imagine this sheet of water gradually to expand from the narrow portal, through which it communicates with the sea, to the width of twelve or fourteen miles, to be every where studded with innumerable little islands, scattered over its surface in every diversity of shape, and exhibiting every variety of tract, that an exuberant and incessant vegetation is capable of affording. Let him conceive the shores of those islands to be so fringed with fragrant and beautiful shrubs, not planted by man, but scattered by the easy and liberal hand of nature, as completely to be concealed in their verdant covering. Let him figure to himself this beautiful sheet of water, with its numerous islands, to be encompassed on every side by hills of a moderate height, rising in gradual succession above each other, all profusely clad in lively green, and crowned with groupes of the noblest trees, while their shores are indented with numberless inlets shooting their arms across the most delightful vallies, to meet the murmuring rills and bear their waters into the vast and common reservoir of all. In short, let him imagine to himself a succession of Mount Edgacumbes to be continued along the shores of a magnificent lake, not less in circuit than an hundred miles; and having placed these in a climate where spring for ever resides, in all the glow of youthful vigour, he will still possess only a very imperfect idea of the magnificent scenery.

displayed within the capacious harbour of Rio de Janeiro ; which, as an harbour, whether it be considered in the light of affording security and convenience for shipping, for its locality of position, or fertility of the adjacent country, may justly be ranked among the first of naval stations.

“ The town of Rio, or to speak with becoming dignity of the capital of the Brazils, the city of St. Sebastian, is charmingly situated on a projecting quadrangular promontory of an irregular form ; three of whose sides are opposed to the harbour, and the fourth sheltered from the prevailing westerly winds, by a screen of high hills well covered with wood. The side of the town, which is next to that part of the harbour, where the shipping usually lie at anchor, is nearly a mile and a half in length ; and the depth inwards is about three-fourths of a mile. The northern angle of the promontory, is a bold broken eminence, on one point of which there is a regular fortification, and on the other a convent of benedictine monks ; which, being also surrounded by lines of defence, is actually as well as metaphorically, a church militant. The heights completely command the town and the anchorage ; and they appear to command also, at least they are on a level with, the strongest work in the harbour, on which the defence of the place is thought principally to depend. This is the Ilha dos Cobras, or Snake Island, a rock of about eighty feet high, at the point of which the citadel stands, and slanting to eight at the opposite end ; its length is three hundred yards ; and it is detached by a narrow but very deep channel from the eminence on which the benedictine convent is situated. Round every side of this strongly fortified island, and close to its shores,

ships of the greatest draught of water may lie in perfect security. Here also are a commodious dock yard, an arsenal of naval stores, a sheer-hulk, and a wharf for heaving down and careening shipping. The largest fleets, however, may anchor in this capacious harbour, entirely out of the reach of any of the guns that are mounted on the forts."

In consequence of an arrangement between the British and Portuguese governments, an expedition had, previously to the departure of the Prince Regent for the Brazils, been sent out from this country, under the command of Rear-Admiral Sir Samuel Hood and Major General Beresford, to take possession of the Island of Madeira, which was happily accomplished on the 24th of December. "We had," says General Beresford, in his letter to government, "previously to the ship's coming to anchor, sent to the governor to surrender the island to his Britannic Majesty, offering the terms we were authorised, which were acceded to. The troops were immediately landed; and before dark were in possession of all the forts, and had the third and eleventh regiments encamped, with their field-pieces a little to the west of the town."

Sir Samuel Hood's letter, dated from Funchal Bay, says:—

"The squadron and transports arrived on the 23d off the Island of Porto Santo, and off this bay in the forenoon of the 24th; and though the ships were rather baffled with the light winds under the land, on entering the bay, every ship was anchored conformable to my wishes; and being placed within a cable's length of the forts, and the army ready to disembark, the troops were

immediately allowed to land and take possession of the principal forts. Next day we met the governor at the palace of St. Lorenzo, and arranged the articles of capitulation, which were signed on the 26th, in the presence of the civil and military officers of the island." The island is to be evacuated and redelivered to his Royal Highness the Prince Regent of Portugal, or to his heirs and successors, when the free ingress and egress to the ports of Portugal and its colonies shall be re-established as heretofore, and when the sovereignty of Portugal shall be emancipated from the controul or influence of France. Arms and ammunition of all kinds to be placed in the possession of the British.

The chief naval events which took place in the East Indies, in the year 1807, was the annihilation of the Dutch power, by the British Commander in Chief, Ad-Sir Edward Pellew.

The Admiral sailed from Malacca, with the *Culloden*, *Powerful*, *Caroline*, *Fox*, *Victoire*, *Samarang*, *Seaflower*, *Jaseur*, and *Worcester* transport, with troops on board, on the 20th of November, and arrived off Point Panka, at the eastern extremity of Java, on the 5th of the following month. The *Fox* reconnoitered Batavia on the passage, where a brig only was lying in the roads. The shoal water prevented the line of battle ships from proceeding beyond Sedaye, about ten miles up the harbour on the night, from whence in conjunction with Lieutenant-Colonel Lockhart, commanding the troops on board, the Commander in Chief sent a commission under a flag of truce, consisting of Captain Fleetwood Pellew, of his Majesty's ship *Powerful*, Captain Sir Charles Burdett, of his Majesty's 30th regiment, and Mr. Locker, Secretary to the Commander in Chief, to treat

with the commandant of the Dutch naval force for the surrender of the Dutch men of war under his command, lying at Griessee in a dismantled state. On their arrival at Griessee, Mr. Cowell, the Dutch commodore thought fit to detain the boat and place them in arrest, contrary to the established rights of nations, sending information to that purport by one of his officers, and absolutely refusing to accept of any conditions for the surrender of the ships. The following morning having lightened the *Cultodon* and *Powerful*, the whole of the ships proceeded up to Griessee, cannonading a battery of twelve and eighteen pounders, at Sambelangan, on the island of Madura, on the left, the fire from which with hot shot hulled several of the ships, but providentially struck nobody on board them, and without effect. The gentlemen of the commission, and the boats crew, by order of the commodore, on the approach of the British ships, were removed to Sourabaya, about fifteen miles higher up the harbour: and they having represented to the governor and council of that settlement, to which Griessee is subordinate, the unjustifiable conduct of the Dutch commodore, they were released the following day, and accompanied by a deputation of three of their members on their return, to express the concern of that government (disclaiming all concurrence in this violent measure), and to receive the terms upon which a final arrangement should be made.—The affair being thus settled without further difficulty, the following men of war were burnt on the evening of the 11th of December, having been scuttled previously to the Dutch commodore's desertion of Griessee: *Revolutie* 70, *Plato* 70, *Kortenaar*, sheer-hulk, and *Rustoff*, company's ship, of 1000 tons, pierced for 40 guns.

The two former were very fine ships, but by a great neglect were considerably wanting in repair. The *Kortenaar* had long since been cut down and employed as a sheer-hulk; no other vessel of war was found in the harbour. The grenadier company of his Majesty's 30th regiment took possession of Griessee, and with a party of artillery effectually destroyed the guns, military stores, &c. in the garrison, the naval stores being destroyed by a division of seamen landed from the squadron. The battery of Sambelangan, agreeable to the terms of treaty, was destroyed by the Dutch, and afterwards inspected by the commanding officer of artillery. This service completed the entire destruction of the naval force of Holland in the East Indies, the previous success of his Majesty's ships having deprived them of every other ship of war in their service on that station. The defenceless state of the ships destroyed, which lay on shore alongside the hulk, their guns being landed, and the batteries being unequal to oppose the fire of the squadron, did not afford a sufficient opportunity to exercise the united naval and military forces employed on this service, but the difficulties which were surmounted in bringing up the ships to Griessee, called forth that active zeal and perseverance which are highly creditable to the exertions of the respective captains and commanders and every person on board.

The fate of the brave Admiral Sir Thomas Trowbridge, believed to have been wrecked in the Indian Seas, sometime in the spring of 1807, excited great distress and commiseration. The last that was seen of the *Blenheim*, the Admiral's flag-ship, was on the 1st of March, at that time the *Harrier* sloop lost sight of the *Blenheim* and *Java*, in a hard gale off the *Mauritius*.

The succeeding night was dreadful beyond description; it blew a perfect hurricane, with a most tremendous sea. The *Blenheim* was in a very decayed state, and particularly bad in her hull, and the *Java* was badly manned, and extremely crank. The fate of these ships, and of their unfortunate crews, has never been ascertained; the only gleam of light that can be thrown upon it, will be found in the following very curious extract from *The Calcutta Monthly Journal*, under the date of January 6, 1808:—

“ We are informed that the *Greyhound*, during her late cruise, touched at the island of St. Mary’s, near the coast of Madagascar. The king of that place, who speaks French, gave a very clear account of a line of battleship and a frigate having arrived there in distress, in the month of February last. He further stated, that the ships had been caulked and repaired as well as circumstances permitted whilst they lay off the coast, and after staying a fortnight the two ships again put to sea, having first salted and taken on board a hundred bullocks with which the king ordered them to be supplied. A description was given of the officers of the ship, which answered exactly to the person of Sir Thomas Trowbridge, Captains Elphinstone, Russel, and Pigot, of the *Java*. The first was said to be a tall and moderately stout man, remarkably upright, and having two gold epaulettes; the next a thin man, also having two epaulettes; the third a thin officer; and the fourth short and lusty; the two latter having but one epaulette each. A short lady was also mentioned answering to the appearance of Mrs. Grey. There can be little doubt that these were the *Blenheim* and *Java*; and we are rather led to draw this inference, from the information a line of battle ship in distress was distinctly seen, after

the gale, by the inhabitants of Bourbon island. Sir Thomas's flag, as Admiral of the White, was also described as flying; the ships had all their masts standing.

“ A dawn of hope therefore even yet remains, that these vessels and their crew may have survived. It is true, Sir Thomas has not been heard of at the Cape, nor from South America, but it is yet probable, that although he was not able to get to the Cape, he may have steered for New Holland, or run his ships ashore on some intermediate island; and in this case (and such accidents are upon record,) a long time may elapse before any account may reach *India*.

“ That these ships survived the gale there can be little doubt; they might, indeed, have afterwards been lost in an attempt to reach the Cape or St. Helena, and his apprehension derives some force from the circumstance of the cross-strees of a Dutch built frigate having been picked up near the Cape, with the Dutch mark upon it.

“ Such is the information that has reached us, and as the fate of so many brave men naturally excites the liveliest anxiety in every feeling mind, we consider it our duty to submit the above to our readers, who will draw their own inferences from the facts stated.”

By the foundering of the *Ganges*, off the Cape of Good Hope, on the 29th of May, the East India Company also sustained a considerable loss. In a gale of wind, on the 21st the *Ganges* separated from his Majesty's ship *Concord*, with several of the company's ships. Fortunately, however, the *St. Vincent*, Captain Jones, remained in sight, by which circumstance and the prompt assistance which was thus afforded, though not fewer than 209 persons were on board the *Ganges*, but a few

hours before she sunk, not a single life was lost. On this trying occasion, the humane and generous conduct of Captain Jones shone eminently conspicuous. The whole of the officers, passengers, and crew of the *Ganges* were shortly afterwards safely landed at St. Helena.

The single actions of note which took place in the year 1807, were less numerous than in several preceding years; but the contest between the *Windsor Castle* Packet, Captain Rogers, and a French privateer, on the 1st of October, was of so very gallant and distinguished a nature as to be particularly entitled to honourable record, "On the morning of the 1st of October," says the writer of a letter describing the action, "the man at the mast-head called out "a sail;" we were soon convinced that all hopes of escape, by swiftness, were vain. We therefore had the netting stuffed with hammocks and sails, the arms all prepared, and the hands at quarters, when the enemy began to fire at forty minutes past eleven, A. M. but as his shot did not reach us, we did not return his fire till about half past twelve, and so continued till he closed, and grappled us on the starboard quarter, at about a quarter past one. In this situation it became quite calm, and the vessels could not have separated even had they been inclined. As soon as they grappled us, our boarders were prepared with their pikes, but her nettings was so lofty and so well secured, that they did not attempt to board; our pikemen, therefore, again flew to their muskets, pistols, and blunderbusses, our captain all the while giving his orders with the most admirable coolness, and encouraging his men by his speeches and example, in such a way that there was no thought of yielding, although many of our heroes now lay stretched upon the deck in their

blood; but then we saw the enemy's deck completely covered with their dead and wounded, and the fire from our great guns doing dreadful execution at every discharge. We now began to hear them scream, which so inspired our gallant little crew, that many of the wounded again returned to their quarters. At length, about a quarter past three, the rascals ran from their quarters, when our captain, with five or six of his brave comrades, rushed on board, killed their captain, tore down their colours, and drove the few remaining on deck below, and the privateer surrendered. Our force consisted of a small ship of 180 tons, mounted with six four-pounders and two sixes, manned with twenty eight people, officers and boys included, of which there were four of the latter under seventeen years of age. The privateer was called the *Genie*, is the most complete out of Gaudaloupe, mounting six long sixes and one long eighteen-pounder fixed upon a swivel in the centre of her main deck, and traversing upon a circle, so that this enormous piece of ordnance was worked just as easily as a common-sized swivel, and having on board at the commencement of the fight eighty six men, of which number twenty six were killed, or died in a few hours after the action, and it was not till six o'clock that we were disengaged from each other. On our side we lost three brave fellows, two of whom were killed on the spot, and the third died the same evening, another I fear is mortally wounded through the breast and shoulder. We had besides nine men wounded, and three or four of them badly."

A handsome subscription was immediately raised for the Captain of the *Windsor Castle*, and numerous ac-

knowledgments of his gallantry, poured in from all quarters.

The latter part of the year 1807 was marked by some distressing losses from shipwreck. On the 28th of November, his Majesty's ship *Boreas*, in standing towards the Island of Guernsey, ran upon the Hamois rocks, in a gale, and was totally lost. Every practicable assistance was afforded, notwithstanding which, her Captain (Scott) and the greater part of her crew, were drowned. About thirty seamen and marines were taken off the rocks at day-light on the following morning, and about fifty had previously effected their escape in the boats; these were the whole that were saved.

The loss of his Majesty's ship *Anson*, Captain Lydiard, on the 28th of December, was, if possible, more melancholy in its nature. Captain Lydiard, as has been stated in the preceding parts of this volume, had co-operated with the gallant Sir Charles Brisbane, in the capture of the *Pomona* Spanish frigate, and at the taking Curacao; for which his Majesty honoured him with a gold medal; and the Patriotic fund at Lloyd's presented him with a hundred guineas, for the purchase of a piece of plate. His ship, the *Anson*, after returning to England and undergoing a thorough repair, was ordered for channel service, and stationed off the Black Rocks. Her rendezvous in case of necessity was Falmouth, where she had frequently taken refuge in tempestuous weather. Her commander had often regretted that she was appointed to such a station, being a bad sea boat. She had been originally a 64, and was cut down; but carried the same masts, rigging, and sails, as when a line of battle ship. She rolled very deep, and was by no means calculated

for such a station. She was, however, as Captain Lydiard had frequently expressed, a famous fine-weather man of war; and her weight of metal, in his mind, still kept her equal to an enemy of her original class.

For the following account of the loss of the *Anson*, we have taken the best information of the particular circumstances that we could collect from the survivors, and more especially from Captain Sullivan, who was a volunteer on board the *Anson*:—"On the 27th of December, 1807, cruising off the Black Rocks, and perceiving the approach of a gale, kept a look out for the commodore in the *Dragon*. The next morning (Monday) the gale increasing from the S. W. and not perceiving the *Dragon* in any direction, at 9 o'clock shaped our course for the Lizard, with a view of getting into Falmouth. At 12 o'clock all hands upon deck, the sea running very high, two bow ports on the starboard side, washed away by the violence of the sea, also a port a-breast the main-mast, by which means she shipped a great deal of water. The captain sent for the master at this time to determine the situation of the ship, and at half past 12 o'clock, or thereabout, land was seen about two miles distant, but, from the extreme thickness of the weather, we could not ascertain what part. Captain Lydiard ordered the ship to be wore to the S. E., not thinking it safe to stand in any nearer under such circumstances of weather. Soon after one o'clock the master wished him to run in again and make the land, which was not supposed to be the Lizard, and that if we could not make it out, we should get into Falmouth. Captain L— asked if it could be done without risk; he (the master) said he thought it could. The

ship was then wore, but the weather still continuing thick, we had a cast of the lead, and having twenty-seven fathom, we were convinced we must be to the westward of the Lizard, and immediately wore ship again, and made all sail. Soon after 3 o'clock, as the Captain was going to dinner, he looked out of the quarter-gallery, from whence he saw the breakers close to us, and the land a long distance a-head. The ship wore instantly, and Captain Lydiard's mind made up to come an anchor; for had we kept under weigh, the ship must have struck on the rocks in a few hours. The top-gallant-masts were got upon deck, and she rode very well until 4 o'clock on Tuesday morning, when the cable parted. The other anchor immediately let go, and the lower yards and top-masts struck. At daylight the other cable parted, and we were so close to the land that we had no alternative but to go on shore, when Captain L. desired the master to run the ship into the best situation for saving the lives of the people; and fortunately a fine beach presented, upon which the ship was run. Shortly after she struck the main-mast went, but hurt no one. Captains Lydiard and Sullivan, with the first lieutenant, were resolved to remain by the ship as long as possible; many people were killed on board; the first lieutenant and a number of others washed overboard. It was the captain's great wish to save the lives of the ship's company, and he was employed in directing them the whole of the time. He had placed himself by the wheel, holding by the spokes, where he was exposed to the violence of the sea, which broke tremendously over him; and from continuing in this situation too long, waiting to see the people out of the ship, he became so weak, that, upon attempting to

leave the ship himself, and being impeded by a boy who was in his way, and whom he endeavoured to assist, he was washed away, and drowned."—Thus perished this gallant officer, to the sincere regret of all who had the happiness of knowing him.

His servant had repeatedly entreated him to leave the ship, which he as often refused to do, while he thought his exertions could be instrumental in the preservation of the lives of any of his ship's company.

This unfortunate officer might truly be said to have sacrificed his life to the high sense of duty which at all times, and on all occasions determined his conduct. The great fatigue which he had undergone, from want of rest and continued exertion during the night and day preceding the fatal event, had much weakened him; and although his indefatigable mind bore him up to the last moment, his bodily strength was too much reduced by such incessant exertion, to equal the effort necessary for the preservation of his own life.

Captain Lydiard's body being found, was interred with military honours at Falmouth, attended by Admiral Sir Charles Cotton and General Spencer, with all the naval and military officers of the expedition at that port; the captains of packets, the mayor and corporation of the town; and was afterwards removed to his family vault in the parish church of Haslemere, Surrey.

We shall now close the history of this eventful year, with some remarks elucidatory of that brilliant and scientific system, which has raised the naval character of England to a height unattained by any other nation, in any age of the world. The superiority of the British in naval tactics, though perhaps never displayed with

so dazz'ling a splendour as at the battle of Trafalgar, has been proved by a long series of triumphs over our enemies. It is natural to ask, whence arises this superiority? It cannot be considered as arising simply from skill, but must rather be traced to certain natural traits in the character of an Englishman, which are the effect of his habit, climate and constitution. From our insular situation, we are led to avail ourselves of naval force, in some such manner as all animals are directed to make use of the weapons or talents with which nature has furnished them, whether for support or defence.

It is obvious, from the great extent of our coast, the number of our bays, and the variety of sea carriage which our produce requires, that a great proportion of our people must be bred to a sea-faring life. From these causes, as well as from the tempestuous nature of our seas, the rapidity of our tides, and the inconstancy of our climate, it may be expected that our mariners, besides being numerous, should be intrepid, dexterous, and hardy. It is from a combination of these circumstances that the character of a British seaman is formed. He is constitutionally intrepid, hardy, from necessity, and dexterous from habit.—A prepossession in favour of our countrymen is natural and praise-worthy; but where they have uniformly undertaken and succeeded in great and extraordinary actions, it does not require the influence of national prejudice to conclude that they are distinguished by an extraordinary character.

In taking a retrospective glance at the history of our naval tactics, it may be considered as divided into four periods. The first of these includes the battle of Salamis and Actium; but as these engagements neither influence the destinies of nations, nor supply materials for

modern tactics, it would be impertinent to dwell upon them. The second period commences with the Spanish armada ; comprehends the engagements between the English and the Dutch, the battles of Bantry Bay, and Beachy Head ; of la Hogue in the seventeenth century, and of Malaga in 1719. Of none of these engagements we believe, are there any particular plans or descriptions extant.—The third period begins properly with those battles of which we have accurate plans and accounts ; that of Admiral Byng, in 1756 ; Sir George Pocock's in 1758 ; that of Admiral Mathews, in 1774 ; and those of the American war, from the year 1778 to 1782.—The fourth period properly begins with the victory of Rodney, when the attempt of *cutting the enemy's line* was successfully tried. This period comprehends the battles of Howe, St. Vincent, Duncan and Nelson ; all of which were fought upon the system of Rodney, excepting that of Trafalgar.

The first period then of British naval superiority, was in the reign of Queen Elizabeth. We need not dwell upon the famous expeditions of Drake, Cavendish, Norris, and the Earl of Cumberland, at this epoch. Where can there be a nobler example of skill and conduct, than in the destruction of the Armada ? in which we may observe, that the prudence in sustaining a defence, and suffering that immense armament to waste its force in a contention with winds and waves, was no less conspicuous than the intrepidity with which the repeated attacks were made.

On the death of Elizabeth, the crown fell into unwarlike hands, and the reign of her pacific and inactive successor added neither to the glory of the British navy, nor the renown of England. Commerce, however,

was at this period pursued with indefatigable enterprize, and the spirit of maritime adventure and discovery was never more active. Thus, if James benefited our navy little, he assisted our commerce much, and the foundation of a powerful fleet was laid in the accumulation of a great mercantile marine.

The Dutch war was the next occasion of a farther display of our naval character. But it must be observed, that whilst the English seamen had been so often engaged, and generally successful in smaller battles, or rather enterprises, yet, till now, they had rarely been tried in engagements, in which a number of ships were assembled. Notwithstanding three dreadful wars, in the first of which were nine regular battles; in the second five; and in the third six, making altogether twenty general engagements, they were almost uniformly conquerors against equal, and mostly against superior force.

But, what would now appear ridiculous and impracticable, many of the officers who commanded those fleets, had never been in the service till they were passed the age of forty, and some even of fifty years. Of the latter number was Blake, who was renowned for the many obstinate actions which he had fought, particularly that of the Downs, where he had no more than fifteen ships, yet did not refuse to combat when attacked by forty-two sail of the enemy, led on by the redoubtable Van Tromp. In all these enterprises, whether with the Spaniards or the Dutch, whether in making the attack on castles, or ships in harbour, or encountering ship with ship in close action, and formed in a line of battle, we shall find British seamen, whether equal or inferior in number, victorious or defeated,

invariably fired with such enthusiastic courage, that these battles, though not always decisive, were constantly productive of important consequences, glorious in their effects to the British naval character.

Without derogating from the gallant behaviour of the Dutch, which was equally displayed in those wars, we are bound from these proofs and examples, to conclude that British seamen are, by nature or habit, endued with a character particularly fitting them for maritime glory and pre-eminence ; and though the spirits of the people might have been depressed by the unfortunate battles of Beachy Head and Bantry Bay, which were fought some time after ; yet the natural impressions, so justly in favour of our seamen, soon recovered our confidence, which was at length fully confirmed by the battle of La Hogue, in which the superiority of English seamanship and courage was proved by the destruction of a more than equal number of our enemy.

The long intervals between those actions, and that of the war in 1743, in no degree abated the sanguine impressions respecting our seamen. Unfortunately, however, our maritime superiority became at this time questionable ; and some miscarriages in the Mediterranean, and the inexpertness of our Admirals, discontented the nation, and checked its confidence in our sailors. At length some opportunities offered, in which we were successful. The capture of the May Fleet, by Admiral Hawke, revived the spirits of the kingdom ; and the voyage round the world, by Lord Anson ; his attack of an Acapulco ship so greatly superior, and his capture of six French ships of the line and Indiamen, yet farther heightened our expectations. But something still

seemed wanting. We could not help remembering our glorious conflicts with the Dutch, and the pre-eminence which we had so decidedly and dearly purchased. Our naval successes at this time were sufficient not to dispirit, but not enough to satisfy; and the British flag, unless unquestionably and conspicuously glorious, was considered to be tarnished. A nation which had seen so much done by its ancestors, required that the existing race of British seamen should not disgrace them by any appearance of inferiority. A full and perfect sovereignty of the ocean was now thought necessary, and England was unappeasable without it.

An unpleasant contrast however was now exhibited; and instead of gaining the sovereignty of the seas, we were more than ever in danger of losing it. What was the cause of this ill success was not at that time evident, though experience has since justly charged it upon an error in our naval tactics.

About this time the nation felt a severe disappointment, when it was known that Admiral Byng, commanding a British fleet of superior force, in a general engagement with the French, without losing a ship, almost without the loss of a man, half of his fleet not having fired a shot, had acknowledged himself worsted by flying to Gibraltar, abandoning Minorca, and leaving the enemy master of the sea.—It should be remarked, however, that in all the minor conflicts during the course of this war, in which examples of the most splendid and daring intrepidity were exhibited in the public service, the British navy, ship to ship, lost nothing of its ancient renown. It was in general engagements only that the hopes of the nation were disappointed.

The meeting between Hawke and Conflans could scarcely be termed a general engagement. The enemy fairly run away, without coming to an action. The British fleet remained victorious; but its victory was in the cowardice of the French. Yet though, on all these occasions excepting the one now mentioned, we had greatly the superiority, the decision which took place by means of that superiority, will never destroy the force of the general observation; namely, that in the lesser conflicts, or in the opposition of ship to ship, the British flag had always triumphed; but, in great engagements, under the old system of tactics, our fleets in the two wars preceding the American war, and even in *that* war, up to the victory of Rodney, were invariably baffled; nay, worsted, without the loss of a ship or scarcely a man.

In remarking these circumstances, it is evident, that one of these three things must be the fact:—Either, that the enemy, having acquired a superior knowledge, had adopted a new system of managing great fleets, not known, or not attended to, by us; that we had persisted in following some old method or instructions, which, from later improvements, ought to have been rejected; or, that these miscarriages, so often and so fatally repeated, must have proceeded from want of spirit in our seamen.

In examining which of these references is true, the following conclusions will hold from a survey of every circumstance of our naval history, up to the period of which we are speaking: First, that in bringing a ship to close action, and in conduct during action, British seamen have never been excelled. Secondly, that the instructions (by which is meant the method, practised

at that period, of arranging great fleets, so as to bring on a general battle, or forcing the enemy to engage on equal terms), after so many trials having been found unsuccessful, must have been wrong; and, thirdly, that the French, having uniformly followed a mode which constantly produced the intended effect, must be conceived to have adopted some new system, which either we had not discovered, or had disdained to examine.

It may now be asked, what was this artifice of the enemy, which so long checked our career of naval glory? To what innovation do we owe our present maritime intelligence? is it on our part, to greater courage or to greater skill? Unquestionably to the latter. It may also be asked, did the French at this period, effect any thing decisive against us? Did they ever, in any of these rencounters take any of our ships? Have they ever, presuming upon their superior skill, dared to make the attack? No! but confident of their superiority in naval tactics, and relying on our want of penetration, they constantly offered us battle to leeward; trusting that the impetuosity of our national courage would hurry us on to make the customary attack, though at a disadvantage almost beyond the power of calculation. Till this artifice was discovered, and till our system of receiving, and of making an attack was changed, from the necessity of counteracting the plan of the enemy; the British navy could scarcely maintain its claim to decided superiority, or be said to have reverted to its original lustre.

The naval reader is aware, that all ships must be, as to each other, windward or leeward; and, in their tacks, either starboard or larboard. A fleet to wind-

ward has invariably borne down in a slanting line, on another to leeward, each ship a-breast of the other, till they brought up within a proper distance for a close and general engagement, from van to rear. A fleet to leeward, therefore, desirous to avoid a general engagement, has full leisure to disable a windward fleet during its approach to battle; and, when the latter shall have assumed a situation for close encounter; the former may bear away at intervals, whilst enveloped with smoke; or, by making more sail, may shoot a-head, and pour its whole fire into the opposite van, as it passes, and wear in succession to form a new line to leeward on the opposite tack.

The mystery of the French tactics was formerly no more than this; they never made an attack, but always courted a leeward situation: they have thus invariably disabled the British fleet in coming down to action; and, upon seeing it disabled, have made sail and demolished the van in passing, keeping clear of close engagement, and never lying ship a-breast.

The English on the other hand, from an irresistible desire of attack, constantly courted the windward position, generally had their ships disabled and separated, and were seldom able to close with the enemy or to make a capture.

Such was the system we have alluded to, and by which the French succeeded from the naval engagement with Admiral Byng, in the Mediterranean, in 1756, to the rencounter with Admiral Graves off the Chesapeake, in 1781. In Admiral Byron's engagement off Grenada, our fleet bore down to the windward, whilst the enemy, bearing away, prevented an attack upon their rear, or a close engagement in the van. Our

head most ships were disabled in making the attack, as they received the whole fire of the enemy's line, as each ship of the latter passed and wore in succession in order to form to leeward upon the opposite tack. So closely did the French adhere to this system, that to avoid all chance of close or general engagement, they forebore even to intercept our disabled ships which had necessarily fallen to leeward.

Such was the superiority of the enemy's tactics, that till the year 1782, about thirty years had passed without any conspicuous naval victory; ship indeed engaging ship, the British always succeeded; but the advantage was never extended to general engagements. Rodney set the first example of attack to leeward and cutting of the line; and since that time, in all general battles we have uniformly triumphed.

Rodney opened a new æra; and with the exception of the battle of the Nile, where the French fleet was at anchor, the same manœuvre of attacking to leeward and cutting the line, has invariably succeeded. In Lord Howe's victory, the signal was given (the first we believe that ever was given, for Rodney's is thought to have been rather accident than design), for the British fleet to leeward to tack successively and to cut the line; the two fleets were instantly intermixed, the battle was that of ship to ship, and the event proved the skill of the attack. Indeed, so sensible were the French of the cause of our victory, that the Convention passed a decree of death against the captain who should ever suffer the line to be cut.

Lord St. Vincent, indeed, from having greater advantages in varying his plan of attack, disregarded the general system. When that illustrious man perceived

the Spanish fleet to windward, consisting of twenty-seven sail of the line, he instantly cut off a division of it, though he could not bring on a general engagement, as the enemy in great trepidation, chose rather to fly than to succour any part of their squadron. But Lord Duncan, in the victory off Camperdown, cut the Dutch line immediately in the centre.

The battles of Howe, of St. Vincent ; of Duncan, and of Nelson, as before observed, may all be considered as having been fought upon the system of Rodney ; excepting that of Trafalgar, in which, though the great object was to cut the line as expeditiously as possible ; an improvement of so much wisdom and importance was suggested by the illustrious hero who obtained the victory, that we almost hesitate whether we should not consider it as the foundation of a new æra in naval tactics.

Our admirals under the present system, can almost uniformly bring on a close engagement ; and, when the line is once broken, victory may be regarded as decisive. With the power of compelling ship to engage with ship, the trial is rather of courage, and of nautical and mechanical skill, than of what may be strictly termed naval science ; and a superiority in this respect, from insular education, from boisterous seas which surround our coast, and from the perpetual necessity of learning navigation in a great part of our people, in order to procure subsistence, must always be peculiar to the British nation.

Upon the change in our naval system, it is unnecessary to dwell with any length of praise. Its superiority is witnessed in its effects ; and we may rest satisfied, that no farther improvements of the enemy, unless they

should be able to destroy the spirit of Great Britain, and annihilate our race of seamen, will ever again put our maritime superiority to hazard.

The amount of the British Navy on the 31st of December, 1807, was as follows:—

At sea, 85 ships of the line: 9 from 50 to 44 guns; 121 frigates; 150 sloops, &c. and 159 gun-brigs and other vessels; total 524.—In port and fitting, 29 ships of the line; 6 from 50 to 44 guns; 46 frigates; 71 sloops, &c.; and 65 gun-brigs and other vessels; total 217.—Guard-ships, Hospital-ships, &c. 30 ships of the line; 5 from 50 to 44 guns, 11 frigates, 5 sloops, &c.; and 3 gun-brigs and other vessels; total 54.—Building, 47 ships of the line, 18 frigates, 23 sloops, &c.; and 10 gun-brigs and other vessels; total 98.—In ordinary, 62 ships of the line, 9 from 50 to 44 guns, 65 frigates, 50 sloops, &c. and 21 gun-brigs and other vessels; total 207.

★ Grand total 1,100.

 1808.

General conduct of Great Britain towards the Continental Powers—Proceedings on the coast of Spain—Surrender of the French fleet, at Cadiz—Descent on St. Andero—Liberation of the Spanish Army, from Denmark—Sir John Moore's retreat to, and embarkation at, Corunna—Victories in Portugal—Capture of the Russian fleet, at Lisbon—Expedition to the Baltic—Various actions with the Danish gun-boats—Capture of the Prince Christian Frederick—Baron Hompesch's descent on the Ferroe Islands—Storms—Capture of Tranquebar, in the East Indies—Memorable action between the St. Fiorenzo and Piedmontaise—Proceedings in the West Indies—Capture of Marie Galante—Capture of Descada—Unsuccessful attack on St. Martin's—Gallantry and death of Captain Coombe, at Guadeloupe—Action off Martinique—Miscellanies—Single actions, captures, &c.—Loss of various ships—Domestic occurrences.

WE cannot commence our account of the naval occurrences of the year 1808, better than by briefly advertng to the general conduct of Great Britain towards the Continental powers. The Copenhagen expedition, the particulars of which are so fully recorded in our preceding pages, was long a theme of furious, but impotent declamation, amongst the disaffected in this country; but, by future historians, it will be regarded as a master-stroke of British policy, as a brilliant proof of political promptitude and talent. It was a *coup de main*, that defeated one of the darling plans of Buonaparte; and its beneficial effects, to England, will be felt for many years to come. Had it not been for our seizure of the Danish fleet, the assistance which

we had the satisfaction of affording to Portugal, in removing the royal family to the Brazils, and the revolution which took place in Spain, our present relations with France would probably have been very different from what they are. Not that we conceive Buonaparte would either have effected, or attempted the invasion of this country; but, had it not been for the movements in Spain, there is every reason to believe that he would have endeavoured to strike a blow in India, for which, perhaps, we were not altogether well prepared. His projected operations in that quarter are at least suspended; and, at a future period, should we fail in our opposition to him there, it will be our own fault.

During the whole of the year 1808, Buonaparte's "*denationalising*" decrees continued to exist, and so did the memorable British Orders in Council. Whether England suffered more by the former, or France by the latter, is a question not very difficult to answer. That England suffered by the suspension of European and American commerce, it would be folly to deny, but her sufferings compared with those of France, and the other continental powers, were slight indeed. So bitter is the enmity of Buonaparte towards England, that he would rather destroy the country over which he rules, than admit a relaxation of his impolitic decrees, notwithstanding which, the manufactures of Britain found and will continue to find, their way to various parts of the Continent.

Generally speaking, it may be remarked, that the conduct of Great Britain, throughout the whole of the present awful contest, has both to her allies and her enemies, been liberal, great, and magnanimous. Respecting Spain, to the affairs of which our attention is

now irresistibly drawn, the truth of this position is particularly apparent.

Spain, at the commencement of the year, was at peace with France, she was regarded as one of the most devoted, one of the most spiritless, of her vassal states. Castilian honor, it was considered, had been lost in the lapse of ages, and a nation which had formerly filled the world with the glories of its arms, was contemplated as in the last stage of political degradation. In the month of January, following the line of conduct prescribed by the Corsican, the feeble-spirited Spanish monarch issued a decree, in which he idly talked of "*forcing*" the English to "*renounce*" their "*unjust tyranny*" of the seas. On the 19th of March, when but little more than two months had elapsed, from this period, the same abject sovereign *voluntarily* abdicated his throne in favour of his son, the beloved Prince of the Asturias; Godoy, the infamous minion of a more infamous master, was stripped of his honours, and his ill-gotten treasure, and reduced almost to his primitive nothingness. The people were pleased with the fall of the favourite, and the fate of Godoy furnished a new proof of the adage, that "*a favourite has no friend.*" The people were also pleased with the assumption of royal power, by their idol, the Prince of Asturias, though we must confess that, to this day, we have been unable to discover in him any indication of that spirit, that promptitude, that energy, that heroism, that magnanimity, by which a sovereign, above all other men, ought to be distinguished. Short, however, was the reign of the new monarch. In a few days after his abdication, the father meanly and *falsely* denied the *voluntariness* of that act, the son almost as meanly resigned the sceptre to its former impotent possessor, and both Charles and Ferdinand, after having been kidnapped by

the Corsicans, were induced, or rather compelled to make over their rights to the Spanish crown, to a ferocious and low-born adventurer.

Buonaparte had taken a most artful method of accomplishing his object in Spain. Under the specious mask of friendship, he had obtained admission for a number of his troops into the very heart of the country, and, by dint of intrigue, he had drawn the flower of the Spanish army from their homes, to fight his battles in distant parts of Europe. Spain was thus doubly enfeebled, doubly exposed to the attacks of her oppressor. The ferocious General Murat, one of the murderers of the Princess Lamballe, entered Madrid about the same time that the impotent Charles reclaimed the crown, under the sanction of that ruffian, a most horrible massacre of the inhabitants of Madrid took place on the 2d of May. Dreadful, however, as that day proved, it was not without its beneficial consequences, it operated as a powerful stimulus to vengeance, it thoroughly aroused the dormant energies of the Spaniards.

It was with pleasure, and with pride, that the resurrection, as it might be termed, of Spanish valour and patriotism was contemplated by the English. In the month of June, the Junta of Seville declared war against France, the provincial juntas were all unanimous in evincing the same ardent spirit of independence, the mass of the population appeared to pant for vengeance, and for liberty "*death or victory*" was the sentiment inscribed upon their banners, and conscious of the justice of their cause, invoking heaven for success, they rushed in confidence to the field. The deeds of valour which they performed were great and incredible, and the most sanguine expectations were entertained of the ultimate triumph of liberty and justice.

England sat not a calm spectatress of the conflict ; inspired with congenial sentiments, she took the most lively, the most generous, the most active interest in all that passed. Arms and money were supplied, and troops were offered, and Spain was treated altogether as though she had been allied to us by the most solemn treaties and obligations. Reposing an implicit confidence in the honour of the Spaniards, we acted towards them on the purest dictates of that principle.

It must be recollected, however, that at the commencement of the year, Great Britain and Spain were actually at war, and previously to the commencement of what may with justice be called the Spanish revolution, the English navy had effected several captures from the enemy.

One of the most material of these, was on the 4th of April, when the *Alceste* Captain Maxwell, took seven tartanes, and destroyed two gun-boats. The *Alceste*, *Mercury*, and *Grasshopper* brig, were at anchor off St. Sebastian's, when a large convoy of the enemy was discovered coming close along shore from the northward, under the protection of about twenty gun-boats, and a numerous train of flying artillery on the beach. At three P. M. Captain Maxwell made the signal to weigh and attack the convoy, and stood directly in for the body of them, then off the town of Rota ; at four the enemy's shot and shells from the gun-boats and batteries going far over them, his Majesty's ships opened their fire, which was kept up with great vivacity until half past six, when we had taken seven of the convoy, and drove a great many others, on shore on the surf, compelled the gun-boats to retreat, which they did very reluctantly, and not till two of them were destroyed, and actually silenced the batteries at Rota, which latter

service was performed by the extraordinary gallantry and good conduct of Captain Searle, in the *Grasshopper*, who kept upon the shoal to the southward of the town, so near as to drive the enemy from the guns with grape from his thirty-two pound carronades, and at the same time kept in check a division of gun-boats that had come out from Cadiz, to assist the others engaged by the *Alceste* and *Mercury*.

In the month following, Captain Searle, mentioned above, assisted by Lieutenant Burgh, of the *Rapid* sloop, had the good fortune to take two Spanish vessels, from South America, and two gun-boats, and to destroy two other gun-boats, off Faro. The cargoes of the Spanish vessels were estimated at 30,000*l* each. The enemy fought desperately, and in the two captured gun-boats alone, they had forty killed and wounded. Captain Searle had one man killed, and three wounded, and was slightly wounded himself.

This, we believe, was the last capture of any importance, that was effected from the Spaniards. Buonaparte, having secured the royal family of Spain, had proclaimed his brother Joseph king of that country, circumstances which exasperated the inhabitants to the highest degree; and courting the assistance of England, they liberated all the English prisoners, admitted our officers on shore in their ports, and dispatched several deputies to London, with official overtures.

In the mean time, the French were, not without reason, exceedingly alarmed for the safety of their fleet, consisting of five sail of the line and a frigate, in Cadiz harbour. Admiral Purvis, who had been detached thither with a squadron from Lord Collingwood's fleet, offered to assist the Spaniards in taking them; but confident in their own strength, the brave fellows rejected

the offer, as also that of General Spencer, who had landed with a body of troops. Of this important enterprise, which ultimately succeeded to the fullest extent, we copy the following particulars, from one of the Spanish official Papers:—

“ Royal Isle of Leon, June 10.

“ At a quarter past three in the evening of the 9th instant, the batteries on the channel del Trocadero, opened upon the French squadron, consisting of five ships of the line and one frigate. Those of the arsenal, of the Caracca, of the store-houses and magazines, situated at the point of the Cantero, followed immediately, and were supported by the flotilla stationed in the said arsenal, and by that on the Cadiz station, which anchored opposite Fortuis, while the French ships themselves lay in the canal of the arsenal, in such a position that they were out of reach of the cannon of the castles, as well as of our own squadron. The French ship of the line Algeziras, finding herself greatly annoyed by the mortar battery of the Cantero, directed the whole of her fire against it, and succeeded in dismounting its ordnance, but without killing any of the men. The gun-boat, No. 17, commanded by Ensign (of frigate) Valdes, and Escalero's Mistico were sunk, but no lives lost, as during the whole of the engagement we had but three or four killed, and as many wounded. With respect to the enemy, we are unacquainted with the extent of their loss. Their ships have suffered in their hulls, but not in their masts; the Algeziras alone having lost her fore top-mast and cross-jack-yard. A few shot from the enemy's frigate fell into the arsenal, one of which killed one of the slaves; three reached the stores but did no harm,

One of the enemy's gun-boats blew up, and three boats were lowered from the stern of one of their line of battle ships, but whether with people in them is not known. The firing on both sides ceased at eight o'clock; and during the remainder of the night, our batteriēs continued to throw a few shells, and the French did the same, so that it did not appear to be an action, but rather minute guns fired upon the death of a general officer, until nine this morning, when the engagement was renewed with great activity on both sides, till three o'clock in the afternoon, at which time the *Hero*, Rossely's flag ship, hoisted a Spanish flag on the fore. Upon this, the *Prince*, one of our ships of the line, hoisted a flag of truce, fired one gun, and sent off her barge. She was an hour and a quarter upon this mission, and, on her return to the *Prince*, she was observed going to Cadiz. Our General was afterwards summoned to that city, and is not yet come back, (half past nine), so that the result is not known. The firing of course had discontinued ever since the said hour of three. This evening they are erecting a battery of eight (twenty-four pounders, close to the bridge of the new town, which in case matters should not be adjusted, will be ready to-morrow morning, and from its advantageous situation, may annoy the enemy very much. The *Argonaute* (a ship of the line formerly belonging to the French, who exchanged her for one of ours,) also went out of the Caracca this evening; for the purpose of taking up a favourable position to fire upon them, together with a large merchantman, within half cannon shot. The latter is a little below Puntales, and provided with with artillery; and it is said that there are in both, furnaces for heating red hot balls. The French kept up

a very high fire during the afternoon, particularly the head ship and the frigates."

Cadiz, June 14.

"Last night it was notified to the French squadron, that a new battery of thirty 36-pounders and eight 24-pounders, was ready to open upon it within half cannon shot, in case it should not surrender. This morning at seven, no answer having been returned, the signal for general action was made on board the Prince; upon which the French surrendered at eight. The Officers wanted to fight to the last, but the crews revolted against them, and compelled them to strike.

"The General of our squadron immediately repaired in his barge, on board the French Admiral's ship, and returned to his own with the French General.

"The many vessels which were in readiness, either to give assistance in case of shipwreck, or to remove the crews in case they surrendered, went along-side the ships of the line, and in the course of the day, the latter were manned by our sailors, all the French having been previously removed. The seamen have been conducted to the four towers in Caracca, the marines to Puntales, and the Officers on board a ship in the bay, which has been fitted out for that purpose, and is called Ponton."

From the same source as the above, is given the following letter of Admiral Rosilly, to the Spanish Admiral, previously to his surrender:—

"CAPTAIN GENERAL. *On board the Hero, in the Bay of Cadiz, 14th June, 1808.*

"I find myself compelled, in consequence of the means exercised against me, to give up the fleet

under my command, without further resistance; seeing that it is the interest of both nations not to destroy the ships.

“ Although your Excellency has not announced to me that the crews of the ships under my command, as well as their property, should be respected, I should reckon too much on Spanish honour, and the known generosity of your own character, to entertain any fears on those subjects.

“ I request that your Excellency will only send a few troops at first, that the crews may evacuate ship after ship, in order to avoid the confusion which has on such occasions taken place.

According to the law of war, I request that you will permit or procure permission for me to send an officer to his majesty the Emperor of the French, in order that I may be able to give him an account of the events which have taken place.

“ I have the honour to be;

“ With the highest consideration,

“ Your Excellency's most humble servant,

(Signed)

“ ROSELLY.”

French Ships taken at Cadiz.

Ships.	Guns.	Ships.	Guns.
Neptune.....	84	Argonaut.....	74
Pluton.....	74	Algesiras.....	74
Hero	74	And a Frigate	

The British government, as anxious to support the noble-minded Spaniards as the Spaniards were to hail Englishmen as their brothers, liberated all the Spanish

prisoners in this country, clothed them, supplied them with necessaries, and sent them home. They also sent over large quantities of arms, ammunition, clothing, &c. for the use of the Patriots; and on the 4th of July, the following Order in Council was issued, declaring an entire cessation of hostilities against Spain:—

“ His Majesty having taken into his consideration the glorious exertions of the Spanish nation, for the deliverance of their country from the tyranny and usurpation of France, and the assurances which his Majesty has received from several of the provinces of Spain of their friendly disposition towards this kingdom; his Majesty is pleased, by and with the advice of his Privy Council, to order, and it is hereby ordered;

“ First, That all hostilities against Spain, on the part of his Majesty, shall immediately cease.

“ Secondly, That the blockade of all the ports of Spain, except such as may lie still in the possession, or under the controul of France, shall be forthwith raised.

“ Thirdly, That all ships and vessels belonging to Spain shall have free admission into the ports of his Majesty's dominions, as before the present hostilities.

“ Fourthly, That all ships and vessels belonging to Spain, which shall be met at sea by his Majesty's ships and cruisers, shall be treated in the same manner as the ships of states in amity with his Majesty, and shall be suffered to carry on any trade now considered by his Majesty to be lawfully carried on by neutral ships.

“ Fifthly, That all vessels and goods belonging to

persons residing in the Spanish colonies, which shall be detained by any of his Majesty's cruisers after the date hereof, shall be brought into port, and shall be carefully preserved in safe custody, to await his Majesty's further pleasure until it shall be known whether the said colonies shall have made common cause with Spain against the power of France.

"And the Right Hon. the Lords Commissioners of his Majesty's Treasury, his Majesty's Secretaries of State, the Lord Commissioners of the Admiralty, the Judge of the High Court of Admiralty, and the Judges of the Courts of Vice Admiralty, are to take such measures herein as to them may respectively appertain."

Almost immediately after the surrender of the French fleet at Cadiz, Captain Digby of the *Cossack*, and Captain Daly of the *Comet*, were employed in assisting the inhabitants of St. Andero, on the north coast of Spain, against an expected attack from the French, and in bringing off such English and others as might wish to come away. The French having advanced to within a few miles of the town, Capt. Daly, on the night of the 21st of June, spiked the guns in two forts, near the town. At day-light on the morning of the 22d, he says, "we stood into the bay, and manned and armed two boats from each ship under Capt. Daly, accompanied by Lieut. H. M. Herbert of the *Cossack*, and Lieut. Read of the marines, with volunteers. They left the *Cossack* soon after 6 o'clock, landed about eight, spiked all the guns in fort St. Salvador de Ano, and fort Sedra, and wedged shot in the chambers of them, which renders them quite useless. The magazine was at some little distance, and had five hundred whole barrels of powder in it, besides other stores; part was

thrown over the cliff into the sea ; the magazine was blown up about ten o'clock ; also Fort Sedra. The two other forts on the west side of the bay, they could not attempt, as the surf was too high. Before they set fire to the first train, the French had entered the town, and a strong guard was expected at the forts : the boats left the shore by 11 o'clock, and had just got round the point of De Ano, when a considerable body of French dragoons appeared on the hill, and took post near the smoking ruins of the magazine."

A still more important service was subsequently rendered to the Spanish cause, by the navy of this country, in the liberation of a large body of Spanish troops from Denmark, whither they had been drawn by the delusive artifices of the French ruler.

Admiral Keates, who was the officer employed on this occasion, thus writes, under the date of August 11. — " By an immediate and zealous pursuit of the measures recommended in the duplicate of instructions received by the Musquito on the 5th instant, his Excellency the Marquis de la Romana and nearly 6000 of the Spanish troops under his command, were embarked this morning at Nyborg, which place he took possession of on the 9th.

" By a combination of the same plan, more than 1000 have joined us this morning by sea, from Jutland, and another thousand are thrown into Langeland, to strengthen the post held by the Spanish forces in that island, where it is proposed to land the remainder, in the moment circumstances of the weather will permit our moving.

" No doubt could be entertained of the honour and patriotism of soldiers, who, indignant at the proposal of

deserting their allegiance, though surrounded by hostile battalions, planted their colours in the centre of a circle they had formed, and swore on their knees to be faithful to their country. All were equally anxious of returning to it. But one regiment in Jutland was too distant and too critically situated to effect its escape; and two in Zealand, after having fired on the French General Frison, who commanded them, and killed one of his aid-de-camps, have been disarmed.

"Some untoward circumstances having occasioned suspicion, and made a premature execution of the plan necessary, the wind and current being adverse, I left the *Superb* on the 8th, and went in my barge to the Brunswick, off Nyborg, and two hours after my flag was hoisted. On the 9th the General took possession of the town.

"Although the Danish garrison yielded to circumstances, an armed brig of 18 guns, the *Fame*, and a cutter, the *Salorman* of 12, moored across the harbour near the town, rejected all remonstrance on the part of the Danes, and every offer of security made by the General and myself. The reduction of the vessels being absolutely necessary, and the Spanish General unwilling to act hostilely against Denmark, such small vessels and boats as could be collected were put under the command of Captain M'Namara of the *Edgar*, who attacked and took them. On this occasion I have to lament the loss of Lieutenant Harvey, an officer of much merit, of the *Superb*, and two seamen wounded; the enemy had seven killed and thirteen wounded.

"The Spaniards, irritated at this opposition, departed in some measure from the General's intention, and fired some shot at them before they struck.

“ Fifty-seven sloops or doggers found in the port were fitted by the seamen, into which great part of the artillery, baggage, and stores were embarked that night and the following day, and removed to the Point of Slipsharn, four miles from Nyborg, where the army was embarked safely, and without opposition, this morning, notwithstanding the unfavourable state of the weather, and they are now under the protection of his Majesty's ships at anchorage off the island of Sparoe.

“ Every unavoidable act of hostility was rigidly abstained from; for I did not consider it any to bring away the brig and cutter that rejected our offer of security, and forcibly opposed our entrance. I even undertook to liberate the vessels employed as transports, provided no interruption was made by any, to the peaceable embarkation of our friends.

“ It is not easy to express the joy felt by every class of the army at this event. The regiment of Zamora made a march of eighteen Danish miles in twenty-one hours.”

The Marquis of Romana, with the whole of his army, was shortly afterwards safely landed in Spain, where, for a considerable time, the affairs of the Spaniards were exceedingly prosperous. Unfortunately, however, towards the close of the year, chiefly from the want of a proper understanding between the respective armies, the gallant Sir John Moore, who had penetrated a considerable distance into the country of Spain, in support of the inhabitants against the French, found himself under the necessity of retreating, and of falling back upon Corunna; from which port, after sustaining a dreadful conflict with the enemy, and gaining immortal honour in their leader's death, the shat-

tered remains of Sir John Moore's army embarked for England in the ensuing January.

The Spanish fortress of Rosas having been attacked by an Italian army, in the service of France, some of our naval officers, especially Lord Cockrane, the commander of the *Imperieux*, had an opportunity of distinguishing themselves, in the months of November and December. The *Imperieux*, with other ships, was employed in the Bay of Rosas, to assist the Spaniards in defending the fortress of that place; and Lord Cockrane, with his accustomed alacrity and spirit, landed, and took upon himself the defence of Trinity Castle, an outwork of the garrison, on which its preservation depended. At that time (November 22,) the garrison, which consists of only about eighty Spaniards, was on the point of surrendering. With this handful of men, joined by a similar number of seamen and marines from the *Impereuse*, Lord Cochrane made the most astonishing exertions; and on the 30th of the month, when a general assault was made upon the castle by 1,000 picked men, he drove the assailants back, with the loss of their commanding officer, storming equipage, and all who attempted to mount the breach. At length, finding it impossible to resist the overwhelming numbers of the French, the citadel of Rosas capitulated on the 5th of December; and as farther resistance in Trinity Castle, would have been useless and impracticable, Lord Cochrane blew up the magazines, and returned to his ship. The gallantry of his Lordship, in this instance, did not fail to call forth appropriate praise. "The heroic spirit and ability," says his Commander in Chief, "which has been evinced by Lord Cochrane,

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in defending this castle, although so shattered in its works, against the repeated attacks of the enemy is an admirable instance of his Lordship's zeal." One of the Spanish Gazette's too, after noticing, in the handsomest terms, his preceding services, concluded by saying, "It is a sufficient eulogium upon his character to mention, that in the defence of the Castle of Trinidad (Trinity Castle) when the Spanish flag, hoisted on the wall, fell into the ditch, under a most dreadful fire from the enemy, *his Lordship was the only person, who, regardless of the shower of balls flying about him, descended into the ditch, returned with the flag, and happily succeeded in placing it where it was before.*"

On the coast of Portugal we have already seen that at the close of the year 1807, our navy had rendered the most important services to the legitimate government of that country. Early in 1808, the British squadron arrived safely at the Brazils, with the Portuguese Royal Family on board; and the honours and rewards which were conferred upon Sir Sidney Smith, (who followed them thither) and on the respective officers employed, afford the strongest proof of the exalted estimation in which their services were held by the Prince Regent.

In the mean time, the French established themselves in Lisbon, and in many other parts of Portugal, levying enormous contributions on the inhabitants, and treating them with the greatest severity. The spirit of the Spaniards, however, had diffused itself amongst their oppressed neighbours, the Portuguese, and in several places, the French experienced a degree of resistance which they by no means expected. At Oporto alone, two revolutions took place between the 10th and 20th

of June. For a time the Spaniards had held the forts of that place; but after they had delivered them into the custody of the Portuguese, and the national colours were every where hoisted, the French were again able to establish their authority in consequence of the weak and undetermined measures of the Governor, Louis d'Oliveira; they maintained it till the 16th, the day of Corpus Christi, a great national festival, when it had been usual for the Portuguese to attend with colours flying. The Governor d'Oliveira, in consequence of orders from Junot, attempted to establish the French flag instead of the Portuguese at the procession. This violent attack on the national custom offended the populace so greatly, that an attempt to compromise on the part of the governor had no effect; and on the 18th, in the evening, they were excited to such a degree of fury, that, countenanced by the priests, the people rose, broke open the arsenals, and supplied themselves with 25,000 stand of arms. From this moment all French authority ceased; and every man, either French or suspected of being inclined to the French interest was arrested. The Bishop of Oporto was elected Governor, and an army of 20,000 men, sent to meet the French, who had advanced, to the amount of 30,000, within six leagues of Oporto.

From the time that the Portuguese Royal Family left the Tagus, the mouth of that river had been closely blockaded by an English squadron. In the course of the summer, a formidable military force was dispatched from this country to Portugal, under the command of Sir Arthur Wellesley; and in consequence of two important victories which that General obtained over the French at Lisbon, the enemy was obliged to evacuate

that kingdom ; and the Russian fleet, the grand object of the English blockade, fell into the hands of the victors. Neither the terms, however, on which the Russian fleet was obtained, nor those which were agreed upon for the evacuation of Portugal by the French, gave satisfaction in this country ; as, instead of making the French soldiers prisoners of war and bringing them to England to be exchanged, we ourselves conveyed them to France, with their arms and baggage, and a great part of the treasure which they had plundered from the unfortunate inhabitants ; and instead of making an actual prize of the Russian ships, we weakly submitted to receive them *as a deposit*, to be *unconditionally* restored to the Emperor of Russia, at the period of peace. The nature and extent of the capture, however, will be best seen by the following Articles of a Convention entered into between Vice Admiral Siniavin, Knight of the Order of St. Alexander, and other Russian Orders, and Admiral Sir Charles Cotton, Bart. for the surrender of the Russian Fleet, in the River Tagus.

“ Art. I. The ships of war of the Emperor of Russia now in the Tagus, as specified in the annexed list, shall be delivered up to Admiral Sir Charles Cotton, immediately, with all their stores as they now are, to be sent to England, and there held as a deposit by his Britannic Majesty, to be restored to his Imperial Majesty, within six months after the conclusion of peace between his Britannic Majesty and his Imperial Majesty the Emperor of Russia.

“ Art. II. Vice-Admiral Siniavin, with the officers, sailors, and marines, under his command, to return to

Russia without any condition or stipulation respecting their future services; to be conveyed there in men of war, or proper vessels, at the expence of his Britannic Majesty.

“ Done and concluded on board the ship *Twerday*, in the *Tagus*, and on board his Britannic Majesty's ship *Hibernia*, off the Mouth of that River, the 3d day of September, 1808.

(Signed) “ DE SENIAVIN.

“ CHARLES COTTON.

“ (Counter-signed) by command of the Admiral,
L. L. SASS, *Assasseur de College*.

“ (Counter-signed) by command of the Admiral,
JAMES KENNEDY, Secretary.”

List of the Ships referred to in the foregoing Convention.

Twerday, Vice-Admiral *Siniavin*, Captain du 1st rang *Melayoff*, of 74 guns, and 736 men.

Skoroy, Captain du 1st rang *Schelling*, of 60 guns, and 524 men.

Ste Helene, Captain du 2d rang *Bitchenskoy*, of 74 guns, and 598 men.

S. Cofael, Captain du 2d rang *Roshnoff*, of 74 guns, and 610 men.

Ratvizan, Captain 2d rang *Rtishchoff*, of 66 guns, and 549 men.

Silnoy, Captain-Lieutenant *Malygruin*, of 74 guns, and 604 men,

Motchnoy, Captain-Lieutenant *Rasvosoff*, of 74 guns, and 629 men.

Rafael, Captain-Lieutenant *Bytchenskoy*, of 80 guns, and 646 men.

Fregatte Kilduyn, Captain-Lieutenant Dournoff, of 26 guns, and 522 men.

Yarowslaval, Captain du 2d rang Milkoff, of 74 guns, and 567 men.

Total—5685 men.

(Signed) MALIVJEFF, le Capitaine de Paven.

The terms of the above Convention were strictly adhered to, and the Russian ships are at this time safe in Portsmouth harbour.

Unfortunately for the credit of the officers who agreed to the military convention, the French troops, under General Junot, who were conveyed to France in English shipping; arrived there in sufficient time, to enable them to return to Spain, to assist in the attack upon Sir John Moore; who, as we have already observed, lost his life in the contest, and his army was obliged to embark for England.

After the evacuation of Portugal by the French, the British Government restored the Island of Madeira to the dominion of his most faithful Majesty; and issued an order in Council, restoring to its former owners, all the Portuguese property which had been captured by the English cruisers, &c.

In the spring of the year, an expedition was fitted out, with the view of taking or destroying the Russian fleet in the Baltic. It accordingly sailed from Yarmouth, under the command of Sir James Saumarez and Sir Richard Keates, on the 10th of May. The naval force consisted of nine sail of the line, five frigates, six sloops, and thirteen gun-brigs, with upwards of two hundred sail of transports, with troops; eighty of

which had horses on board. Several gun boats accompanied the expedition, made upon a new construction, drawing only two feet water, and carrying a long eighteen-pounder and a carronade.

Sir James Saumarez formed a junction with the Swedish fleet, in the Baltic; but it was not till August, that any proceedings of importance took place. Sir Samuel Hood, who commanded the *Centaur*, addressed a letter to his Commander-in-Chief, on the 27th of that month; in which he states, that the Russian squadron, under the command of Vice-Admiral Hanichhoff, after being chased thirty-four hours by his Swedish Majesty's squadron, under Rear-Admiral Nauckhoff, accompanied by the *Centaur* and *Implacable*, had been forced to take shelter in the port of Rogerswick, with the loss of one ship of 74 guns. The Russian squadron appeared off Oro Road on the 23d. The arrangement for quitting that anchorage, after his Swedish Majesty's ships from Junglar Sound had joined Rear-Admiral Nauckhoff, were completed on the evening of the 24th. Early the next morning the whole force put to sea; soon after the Russian fleet was discovered off Hango Udd, wind N. E. every sail was pressed by his Swedish Majesty's squadron. From the superior sailing of the *Centaur* and *Implacable*, they were soon in advance; at the close of the evening the enemy were not far off, in disorder. On the 26th, about five o'clock, the *Implacable* was able to bring the leewardmost line of battle ship to close action; although the enemy's ship fought with the greatest bravery, she was silenced in about twenty minutes; and only the near approach of the enemy's whole fleet could have prevented her then falling into our hands, her colours and pendant being both down.

The Russian Admiral having sent a frigate to tow the disabled ship, again hauled his wind, and the Implacable being ready to make sail, Sir Samuel Hood immediately gave chase, and soon obliged the frigate to cast off her tow, when the Russian Admiral was again under the necessity to support her by several of his line of battle ships bearing down; and Sir S. Hood had every prospect of thus bringing on a general action; to avoid which the Russian Admiral availed himself of a favourable slant of wind, and entered the port of Rogerswick. The ship engaged by the Implacable, having fallen to leeward, grounded on a shoal at the entrance of the port; there being then some swell, Sir S. Hood had a hope she must have been destroyed; but the wind moderating towards the evening, she appeared to ride at anchor, and exertions were made to repair her damage. At sun-set finding the swell abated, and boats sent by the Russian fleet to tow her into port; Sir S. Hood directed Captain Webley to stand in and endeavour to cut her off. The boats had made a considerable progress, and the enemy's ship was just entering the port, when the Centaur had the good fortune to lay her on board; her bowsprit taking the Centaur's fore-rigging, she swept along with her bow grazing the muzzles of her guns, which was the only signal for their discharge, and the enemy's bows were drove in by this raking fire. When the bowsprit came to the mizen-rigging, Sir S. Hood ordered it to be lashed: this was performed, in a most steady manner, by the exertions of Captain Webley, Lieutenant Lawless, Mr. Strode, the master, and other brave men, under a heavy fire from the enemy's musquetry, by which Lieutenant Lawless was severely wounded. No-

thing could withstand the cool and determined fire of the marines under Captain Bayley and the other officers, as well as the fire from the Centaur's stern-chase guns; and in less than half an hour she was obliged to surrender. Captain Martin now anchored his ship in a position to heave the Centaur off, after she and the prize had grounded, which was fortunately effected at the moment two of the enemy's ships were seen under sail, standing towards them, but retreated as they saw the ships extricated from this difficulty. The prize proved to be the Sewolod, of 74 guns, Captain Rodneff; she had so much water in her, and being fast on shore, after taking out the prisoners and wounded men, Sir S. Hood was obliged to give orders for her being burnt; which service was completely effected under the direction of Lieutenant Biddulph, of the Centaur, by seven o'clock in the morning. The Centaur had three killed, and twenty-seven wounded. The Implacable had six killed and twenty-six wounded. The Sewolod had forty-three killed and eighty wounded, in the action with the Implacable; 180 killed and missing, in the action with the Centaur. Total 303 killed, wounded, and missing.

Of this action, and the preliminary movements, the following *Russian* official account was subsequently published:—

“ On the 9th of August, Admiral Pauckhoff set sail from Hangudd with his squadron, composed of nine sail of the line and nine frigates, for Jungfrusund, for the purpose of reconnoitring the enemy's position, and to form his plan of operations. He found the enemy's fleet at anchor in Jungfrusund, among the cliffs, con-

sisting of eighteen sail, partly line of battle ships, and partly frigates. Admiral Nauckhoff was cruising off Jungfrusund until the 13th, when his headmost ship made the signal that the enemy's fleet was weighing anchor. Admiral Nauckhoff immediately detached a corvette to observe the enemy's movements, formed his fleet in order of battle, and beat about to the eastward, in order not to be cut off from his port, determined to give battle.

“ The same day the enemy's fleet was observed from the mast-head, working towards our squadron, in company with two English sail of the line. Admiral Nauckhoff resolved to attack the enemy the following day, and beat about the whole night, in order not to lose the wind. At break of day, being off Baltic Port, he discovered to leeward the enemy's fleet, composed of thirteen sail of the line and five large frigates ; among the former were two English ships, one of which was a three-decker, and bore the Admiral's pendant, and the other was a two-decker, of the largest size, and among the Swedish was also a three-decker. The enemy's van, headed by two English sail of the line, wore our rear, and at five o'clock in the morning the two English ships attacked successively the sternmost ship of our line, Sewolod, which had somewhat fallen to leeward. When Admiral Nauckhoff saw the manœuvres of the enemy, he bore down on him with the whole of his squadron. The English fearful to be cut off from their line, tacked and were followed by the Swedes. Captain Rudnew, commander of the Sewolod, with the utmost gallantry, beat off twice the enemy's attack, but suffered considerably in his rigging. The main-top mast and yard were shat-

tered by the enemy's fire, the fore-top gallant mast was split, and the Sewolod was no longer able to maintain her place in the line, of which Captain Rudnew informed the commander-in chief by signal. Admiral Nauckhoff, who witnessed the above facts, permitted him to run into Baltic Port, and a frigate convoyed him thither. By this means our line, before a general engagement could be commenced, had lost one ship; and another, the Severnga Swesda (North Star), received on a sudden so much damage in her fore-top mast, that she would not carry her fore-top sail and was consequently also disabled duly to maintain her place in the line.

" By this circumstance the enemy gained a great superiority of strength, and Admiral Nauckhoff found it accordingly expedient to stand with his squadron off Baltic Port. The enemy stood in consequence thereof, on the same course, keeping their wind; and the English ships displayed all their skill to cut off our damaged ship, the Sewolod, which was no longer able to keep up with our line. In order to frustrate this plan of the enemy, Admiral Nauckhoff made signal for the rear to cover the said ship, and afford her all possible assistance; but owing to her having fallen considerably to the leeward, she was not able, in spite of the utmost exertions made by her own commander, as well as by the captains of the other ships, to round the north-point of Baltic Port, and enter that harbour in company with the rest of our ships, but necessitated to drop anchor on the north side of this island, close in with the shore.

" In the mean time the commander-in-chief entered the above port, brought up in line of battle, and made all necessary arrangements to repulse the enemy; who,

however, made no attack, but stood out at sea with his whole fleet.

“ Admiral Nauckhoff immediately ordered those experienced officers, Captain-Lieutenant Miniskoy and Fuludjew to put off with all the row-boats of the squadron, to the assistance of the Sewolod, and to endeavour to bring her back to the fleet. These two gallant officers used their best efforts for that purpose, but the two English ships of the line coming up, successively attacked the Sewolod and dispersed the row-boats, which Captain-Lieutenant Miniskoy, however, succeeded to rally, and rejoined with them the squadron.

“ Captain Rudnew, undismayed by their retreat, continued to make the most vigorous resistance, constantly and closely engaged with one of the two English ships, which suffered severely, and the slaughter was great on both sides; nor would the conflict have been ended; but with the total destruction of the combatants, had not the other English ship also come up with the Sewolod and given his broadside, by which she was completely disabled from continuing the contest any longer. It was but then that the English were able to render themselves masters of the Sewolod, or rather her wreck covered with dead bodies; fifty-six of her crew saved themselves by swimming, and the rest were taken prisoners by the English. Rear-Admiral Hood, has sent back thirty-seven of them, who were wounded, and states that the loss on board the two English ships has also been very great.”

For a considerable time the Russian squadron remained closely blockaded; but as it was, from the position which

it had secured, totally out of the reach of the English, all hopes of farther capture were deemed useless, and the blockade was relinquished.

In the course of the year, however, the Baltic was the scene of several other actions, deserving of commemoration. Amongst these, we shall first notice the capture of the Danish ship, Prince Christian Frederick, of seventy-four guns, by the *Stately* and *Nassau*, Captains Parker and Campbell, on the 23d of March, "proceeding towards the Great Belt," says Captain Parker, in his official account of the action," in company with his Majesty's ship *Nassau*, at two P. M. we observed a strange sail. It was evidently the intention of the enemy to run his ship on shore, and as the night was approaching, he might hope that, in our pursuit of him in the dark we should have the same fate. This, I have since been assured was his design. At forty-five minutes past seven, P. M. Captain Campbell, in the *Nassau*, got up with the enemy and commenced the action, and in a few minutes after the *Stately* closed. A running fight was now maintained for a considerable time, the enemy fighting with great obstinacy, until we succeeded in getting very near, and gave some close broadsides, on which he struck about half past nine, P. M. Before my First-Lieutenant, who took possession of the Danish ship, could cut away her anchor, she grounded, fortunately this ship and the *Nassau* brought up near to her. At daylight of the 23d, it was found impossible to get the captured ship afloat, the wind blowing strong on the shore. The Danes were preparing artillery on the coast, and as our ships were at anchor only two cables length from the beach, they would have done us great injury. After removing the

prisoners and wounded, (in doing which we experienced much difficulty, from the wind blowing strong on the shore, and a good deal of the sea running,) the enemy's ship was set on fire on the evening of the 23d, and in a short time blew up. The enemy had fifty-five killed, and eighty-eight wounded. We have received considerable damage in our masts and rigging. The Prince Christian Frederick was a very fine ship, copper-bolted, commanded by Captain Jayson, complement 620 men, had 576 on board." Stately: 2 seamen, 2 marines, killed; 26 seamen, 2 marines, wounded; 1 seaman missing. Total 17 officers wounded. Stately: Lieutenant Cole, slightly, Mr. Leman, boatswain, severely, Mr. Davis, master's mate, slightly. Nassau, Mr. Edwards, J. Johnson, volunteer, first class, slightly.

The other actions in the Baltic were chiefly with the Danish gun-boats, and they were exceeding severe, the Danes almost uniformly fighting with great spirit and obstinacy. One of these actions was fought off Bergen, in the month of May, between his Majesty's frigate *Tartar*, commanded by Captain Bettesworth, and six gun-boats and a schooner. On this occasion, the service experienced a severe loss, in the death of Captain Bettesworth. The particulars of the engagement, which never appeared officially, are given in the following extract of a letter from an officer on board the *Tartar*, dated Leith Roads, May 20:—

" We sailed from Leith on the 10th instant, to cruise off North Bergen, and intercept a frigate said to be in that harbour. We got on the coast on the 12th, but from the very thick fogs, could not stand in till the 13th, when we made the islands to the westward of Bergen, and on our hoisting Dutch colours, there came off

twelve Norweigians in two boats, from whom we learnt the frigate had sailed eight days before for the East Indies, with three or four ships. They took us through a most intricate rocky passage, till within five or six miles of Bergen, when they refused to take her any further; it being the Captain's intention to reach the town with the frigate and bring off the shipping, among which were the privateers; we anchored in the Straits, with springs on our cables, and in the evening, the boats, with the Captain, first, and third Lieutenants, and master went up to the town, and would probably have cut out an East Indiaman, lying under the battery, had not the guard-boat which was without her, fell in with and fired on the launch, who returned the fire, wounding all their people severely, and took her: this alarmed the town, who sounded their bugles, and manned the batteries, and we finding the ships lie within chain, without which it would be difficult to get them returned to the frigate, leaving the launch, commanded by Lieutenant Sykes, to watch the enemy. We immediately got the ship under weigh, but from the lightness of the wind, and intricacy of the passage, could not get near Bergen, and went about half way from our anchorage in a rocky shoal, without a breath of wind and a strong current: in this situation, we were attacked by a schooner and five gun-boats, who were within half a gun-shot, being under a rocky point, each mounting two 24-pounders, except the schooner, and manned with troops. They kept up a well directed fire, hulling us in ten or eleven places, and cutting much our rigging and sails. One of the first shots killed our gallant Captain, in the act of pointing a gun. The service has thus lost a most valuable commandar, who had at-

tached the whole of his crew to him, officers and men, by the most kind and exemplary conduct. Though the force which we were engaged with was comparatively small, yet when it is known that we were at this time drifting towards the enemy, nearly end on, no wind, a narrow passage full of rocks, on which we were driving, with no anchorage, under heights manned by their troops, no guns to bear on the boats, and a crew newly impressed, most of whom had never been engaged, it must be confessed to be a situation in which nothing but the greatest exertions on the part of Lieutenant Caiger (then commanding), and the rest of the officers, could relieve her. We at length brought our broadside to bear on them, one vessel was sunk, and the rest much shattered. They continued the attack for an hour and a half, and were re-manned by small boats during the engagement; at length a light air sprung up, we wore and stood towards the enemy, getting our bow guns forward, which bore on them, and compelled them to clear and row under the batteries of Bergen, where we found it would not be advisable to follow, from the general alarm that had been raised. We now obliged the natives on board to attempt a passage with the ship to the northward, in prosecuting which we fell in with our launch, with Lieutenant Sykes, and picked her up. We passed many difficult passages, through which we boomed the frigate off with spars, and towed her, and at three, cleared the islands, and stood out for sea. We have preserved the body of our heroic Captain, and shall if possible, also that of Mr. H. Fitzhugh, (a midshipman,) a fine promising youth, who fell at the time the Captain died. They are the only killed: we have one man lost his right arm, another severely wounded, and

several slightly. Most of our shot holes are between wind and water, and one shot struck us two feet under water."

Another of these unequal conflicts was between his Majesty's sloop *Kite*, and a Danish flotilla, the particulars of which, furnished by an officer of the *Kite*, are as follows:—

"On the 3d of September, being at anchor off the island of Spro, near Nyborg, at ten o'clock in the evening, the moon shining bright, observed we were enclosed in a half circle of Danish gun-boats, to the number of twenty-two or twenty-four. The *Minx* gun-brig being in company, cut her cable and made sail, as the only means of saving herself, we being nearer to Nyborg, from whence they came, sustained nearly their whole attack; almost at the instant in which we first perceived them, they opened a tremendous fire of round and grape shot, from their whole line of three divisions. Of our crew nearly one half were absent (some in prizes, the rest lately taken prisoners in the boats, those on board the least to be depended upon; we, however, manned the guns, and kept a fire for some time, but finding it impossible to withstand a force at least seven times that of her own (for three of them are equal to a sloop of war in a calm, which it then was,) we cut our cable, the ship now lay unmanageable for want of wind, whilst the enemy, who were by this time within musket range, struck us every time they fired. At this moment our friend Mr. Thomas, the Purser, and my servant, were killed, the ship became leaky, the rigging much cut, and several of the sails falling down upon the deck, Our situation now became the most critical that ever

was experienced, when a light breeze providentially sprung up, but a gun-boat belonging to ourselves, out of which we had succeeded in getting our people, and cut away, got unfortunately under our bow, and prevented the ship from getting before the wind, the round shot, the splinters, and the langrage, were flying in every direction, the leaks increased, the enemy within hail in several places, the masts and square sails, however, were still standing. The first Lieutenant, the only one on board, as a last resource, jumped with a few brave fellows into the gun-boat, and happily succeeded in pushing her clear, which immediately enabled us to get before the wind; the enemy's fire now became more excessive in consequence of our having to take the people from the guns to trim sails; the breeze, however, freshened, our lads again manned their guns, and the smoke being tolerably cleared away, enabled them to take better aim; and one of the enemy's boats with about seventy men, was soon after this sunk by our quarter deck guns, and the enemy thinking we had sent men in our gun-boat, which now dropped astern, directed part of their fire to her so effectually, that she sunk; this diversion was of much use to us, and with the fine little breeze we now enjoyed, we drew considerably away from them; they followed for some distance, still firing; but now our crew having only to attend their guns, our fire became much more brisk, and considerably galled the enemy. At half past eleven, making just an hour and a half, they burnt a blue light, the signal of retreat, and we were unable to follow. We steered for an English sixty-four gun-ship, which was within about twelve miles of us, and anchored near to her. At daylight we found the ship a perfect wreck, two killed, as

before mentioned, and thirteen wounded, being one out of every three of all on board. Six large shots through the tottering main-mast, five through the fore-top-sail alone, and in the hull too many to be conveniently numbered; the main-boom shot through, and lying across the deck, and much water in the hold. during the whole of this affair we had eighteen Danish prisoners on board since the Nyborg action, which required some of our hands together with the sick people, to prevent them from rising, and assisting their countrymen."

The third and last of these engagements which we shall notice, took place in October, between his Majesty's ship *Africa*, and a large flotilla of gun-boats. The action, as will be seen by the following literal copy of a letter, dated October 20, and written by a person who was on board the *Africa* at the time, was of the most severe description:—

"We sailed from Carlsrona, in Sweden, about a week since, with a convoy under our protection of near two hundred sail of merchantmen, for Malmö. Our convoy got into the wished-for port, all I believe, except one taken, and three on shore, which were burnt by our people to prevent their falling into the hands of the Danes.

"The *Africa* kept between the convoy and the Danes, to cover and protect them. About one o'clock this day it was quite calm. We saw the Danish gun-boats rowing towards us to the number of thirty-two: perhaps you do not know, but for your information I tell you, when a large ship lies becalmed, she is quite unmanageable, a mere log on the water, which was our case.

The Danes with their oars, took the opportunity to come on our quarters and bows, where they knew we were weakest, and endeavoured to rake us. About half past two o'clock, they came within gun-shot of us, and we opened a brisk fire on them from as many of our guns as we could bring to bear on them; they continued advancing, and stationed themselves some on the quarters, and some on the bows.

"These boats have in a calm much superiority over a ship by means of their oars, they can pull round a ship in any direction, and being small, comparatively only like a speck on the water, they are no mark to aim at like a large ship. They contained in all, as far as we can learn, about one thousand nine hundred and twenty men, and one hundred and twenty-eight guns, thirty-two's and forty-two's, with swivels. To do them justice they shewed much courage in coming near us, for our shot went far over them.

"I was stationed at the lower gun-deck, to hand powder from the magazine, and I confess, I shuddered to see the poor sailors knocked down in our ship, as I could sometimes through a slit in a thick flannel screen which was hung round the hatchway on which I stood, to prevent any fire from the flashes of the guns communicating to the powder, as it was handed up to the people above us, immediately over the magazine. I confess my weakness; my standing over the powder room, the shots poring in, in every direction, together with the shells, I thought the magazine would be blown up; I endeavoured to bear up against my fears, and succeeded.

"Their grape-shot could only be likened to showers of stones or dust thrown into the ship by shovels

The screen round me was soon knocked away entirely by splinters. A cartridge of powder of four pounds, which I held up over my head to the man above me, blew up, the lid of the cartridge box being off, without hurting me, except a slight stroke on the eye. I cannot think how I escaped, but by an over-ruling providence, from destruction. Several large shots came through the ship's side, close to me. Two iron stanchions, six or seven inches in diameter, were shot through and broke to pieces. The man over me, to whom I handed the powder, was wounded in both arms and in the breast.

"At half past seven, those that remained of the enemy began to pull away from us. I am informed by our people who were on deck, they supposed the Danes suffered extremely by our fire, as they saw several boats sink, and they were picking up the people out of the water. Some had no more than five men left in them. The darkness of the night finished the business.

"At the conclusion we find that we have eight men killed outright, and in wounded many badly. The total is sixty-four.

"Our colours were twice shot away. The enemy supposing we had struck, huzzaed and pulled nearer: we huzzaed and peited away at them: they drew back.

"We expect the masts to fall if we should have much wind before we can reach a port; in short we have many shots between wind and water, and some such large pieces knocked out of the side, that I could almost creep through, and we are a mere wreck. Our boats are shot all to pieces, our arm-chest on the poop blown to pieces by their shells, but, thank God! we beat them off. We Suppose their loss in men must be three times greater than ours, considering their numbers, and from

what those on our decks saw. Those now in the ship and who were in Lord Nelson's last action at Trafalgar, say, this surpassed it for hard fighting."

By the violent storms which took place in the Baltic, at the close of the year, an unusual number of merchantmen were lost.

A circumstance which excited considerable conversation at the time, was a sort of predatory descent made by the well-known Baron Hompesch, on the Faro Islands, situated in the North Sea. The following account of the exploit, extracted from a Hamburgh paper, is deserving of notice:--

"Lieutenant-General Baron Hompesch, in the Salamine privateer of 20 guns, arrived in the Faro Islands on Whitsun-Monday. The Baron was probably informed by the treachery of a skipper of the name of Hausen, whom he had taken along with him as a pilot on his cruise on the coast of Norway, that there was on the island 80,000 dollars value in goods, money, &c. belonging to the king. This as well as the church and school funds he immediately demanded, threatening in case of refusal, to plunder and sack the place. The Commandant and the persons present protested against delivering up the public money, shewing that it could only be considered as private property, as the revenues of the church had been wholly advanced by the public to repair the edifice. Notwithstanding he took the money, being 5,140 rix dollars, 42 skillings, adding, that he, as chaplain on board his own ship, must know better; that public worship might be as well performed in the open air as in a church; this the more so, as

there were high mountains in Faro, on which one could approach the Lord nearer. He said to the vice-provost, "*Blessed are the poor!*"—and when he seized the school-funds of Thosharn, he observed that he found the youths every where well-bred and enlightened, and that they needed no money for their education. The chest of the widows of the clergy, containing 223 rix dollars, and 93½ skillings, as well as that of the hospital, containing 43 dollars, he returned; the rest of the 5,140 rix dollars he kept."

The Lords of the Admiralty, it should be observed, withdrew the letter of marque granted to Baron Hompesch, for the Salamine privateer, and their Lordships came to this determination in consequence of the violation of private property, and even the funds of the religious and charitable institutions in the Baron's descent on the Faro islands. A renumeration was even subsequently granted to the sufferers by Parliament.

Tranquebar, a Danish settlement in the East Indies, surrendered to the British arms in February. On the 10th of that month, his Majesty's ship Russell, Captain Caulfield, with a detachment of the 14th regiment, under the command of Colonel Watson, on board, sailed from Madrass; on the 12th they arrived off the town of Tranquebar, and summoned it to surrender; and on the morning of the 15th, having surrendered by capitulation, it was taken possession of by the English.—The capture was at first understood to be extremely rich, but Sir Edward Pellew, the naval Commander in Chief, in India, has since represented it to be of scarcely any pecuniary importance.

The chief object of interest in the Indian seas during the year 1808, was the capture of the Piedmontaise French frigate, by *St. Fiorenzo*, Captain Hardinge.—On Friday the 4th of March, the *St. Fiorenzo* sailed from Point de Galle, Ceylon. On the 6th at seven A. M. she passed three Indiamen, the *Metcalf* Devonshire, and *Charlton*, and soon after saw a frigate bearing N. E. The *St. Fiorenzo* immediately hauled her wind in shore, and made all sail, being at that time in lat. 7. 32. N. and 77. 58. E. She made the private signal, which was not answered; and at five shewed her colours, which the stranger took no notice of: at 11. 40, P. M. ranged along-side of him on the larboard tack, and received his broadside. After engaging ten minutes within a cable's length, the enemy made sail a-head out of the range of *St. Fiorenzo's* shot. She ceased firing, and made all sail after him, continuing to come up with him till day-light, when finding he could not avoid an action, he wore, as did the *St. Fiorenzo*, and at twenty-five minutes past six re-commenced the engagement at the distance of half a mile, gradually closing with him to a quarter of a mile. The fire was constant and well directed on both sides, though that of the enemy slackened towards the latter part of the action. At 8. 15. A. M. the enemy made all sail. The *St. Fiorenzo's* main-top-sail yard being shot through, the main-royal-mast, both main-top-mast-stays, the main-spring-stay, and masts of both standing, and running rigging and sails cut to pieces, and cartridges fired away, she ceased firing, and employed all hands in repairing the damages, and fitting her again for action. They kept sight of the enemy during the night, and at 9 A. M. on the 8th, being

perfectly prepared for action, she bore down on him, under a sail: he did not endeavour to avoid the *St. Fiorenzo* till she hauled athwart his stern, to gain the weather-gage, and bring him to a close fight, when the enemy hauled up also, and made all sail; but perceiving the *St. Fiorenzo* coming up fast with him, and that a battle was unavoidable, he tacked, and at 3 P. M. they passed each other on opposite tacks, and commenced action within a quarter of a cable's length, when the enemy was abast the *St. Fiorenzo's* beam, he wore, and after an hour and twenty minutes close action, struck his colours. She proved to be *La Piedmontaise* French frigate, commanded by Monsieur Epron, Capitaine de vaisseau; she mounted 50 guns, long 18-pounders on her main-deck, and 36-pound carronades on her quarter-deck. She had 530 Frenchmen on board, and near 200 Lascars. She sailed from the Mauritius on the 20th of December, 1807. In the action she had 48 men killed, and 122 wounded. The *St. Fiorenzo* had 18 killed, and 25 wounded; among the former, her commander, who unfortunately fell by a grape shot, the second broadside in the last action. Lieutenant H. G. Massay was badly wounded just before the enemy struck. *La Piedmontaise* had her rigging cut in pieces, and her mast and bowsprit so wounded that they went by the board during the night. Lieutenant Dawson succeeded Captain Hardinge, and brought the *St. Fiorenzo* and *La Piedmontaise* (her prize) into Columbo on the 12th of March.

It is deserving of notice, that, that desperate French officer, Moreau, who stabbed Captain Larkins, after the capture of the *Warren Hastings*, and whom Sir Edward Pellew denounced in his public orders to the fleet, as a proper object of vengeance, if ever he should

be taken, was at this time the second Captain of the Piedmontaise. During the engagement he conducted himself in the most furious manner. He would not suffer his ship to strike, and declared he would not be taken by the English alive. At last he discharged his pistols into his own body, and was thrown overboard at his own request before he was dead.

The memory of Captain Hardinge was treated with the most distinguished honours, both in India and in England; and by a vote of the British Parliament, his services are to be commemorated by the erection of a monument in Westminster Abbey.—“So should desert in arms be crowned.”

On the Jamaica station, at the commencement of the year, several French privateers, which had been a great annoyance to the trade, were either taken or destroyed.

On the 2d of March, the valuable little island of Maria Galante, in a high state of cultivation, with a large quantity of colonial produce in the stores, was taken.—Captain Selly, of the Cerberus, finding that the island afforded a shelter for the enemy's privateers with their captured vessels; and that it interfered considerably with the blockade of Guadaloupe, gave Captain Pigot the command of about two hundred seamen and marines from the Cerberus, Circe, and Camilla. On the 2d of March, he weighed from Petit Terre, and a little after day-light, effected a landing about two miles from the town with little opposition, and soon after, the island surrendered at discretion, and the commandant, with the national military force, were made prisoners of war.

The capture of Maria Galanta was followed on the 30th of the same month by that of Deseada, by Captain Selby of the Cerberus, and the Lily, Pelican, Express, Swinger, and Mosambique. The shore was defended by a battery of two 9-pounders, completely commanding the narrow entrance of the harbour, together with the national troops and militias, amounting to about seventy men, who opened their fire upon the boats; but a cannonading from the squadron soon silenced them. At four o'clock the French flag was struck; the boats landed at half past four, hoisted the British flag, and the whole island surrendered without further opposition.—The capture was effected without loss. The batteries and great guns were destroyed.

St. Martin's Islands having long been considered as a shelter for the numerous French privateers which infest the West Indies, and obstruct the trade of the country, it became a desirable object to extirpate them. Accordingly, at the commencement of July, his Majesty's schooners, Subtle, Balahan, and Elizabeth, with the Wanderer sloop of war, made an attempt to carry the island by a *coup de main*. Owing, however, to some false information respecting the enemy's strength, the effort failed. About 130 seamen and marines, headed by Lieutenant Spearing, of the Subtle landed, and soon obtained possession of the lower fort of six guns, which were instantly spiked. Their loss so far was trifling; but on ascending the rocky heights covered with the prickly pear, the superiority of the enemy was severely felt, as a number of brave fellows fell, among whom was lieutenant Spearing, who was shot through the chest within ten yards of the up-

per fort, and almost instantly expired. His fall occasioned much consternation among his companions, who reluctantly retreated to their boats, but were obliged to surrender. Captain Crofton, of the *Wanderer*, finding the fire from the fort so tremendous and incessant, sent a flag of truce on shore, which was accepted, and the whole of the prisoners who could be removed with safety were given up.

Thus fell, in the prime of life, in a most daring and gallant attempt, a promising active officer, whose long services in his profession entitled him to the notice of his country, in whose cause he had received eleven wounds, particularly at the battle of Copenhagen, and in the West Indies. He closed a career of glory, animating his men by his example, on the batteries of St. Martin's.

It afterwards appeared that the enemy had received information of the intended attack, and were prepared accordingly; upwards of 900 troops being in the fort, while the storming party consisted only of 135 men. Out of 43 sent from the *Subtle*, seven were killed and seventeen wounded.

Towards the close of the year, Captain Coombe, of the *Heuteux*, had received information, on which he could depend, that there lay in the harbour of Bay Mauhaut (Gaudaloupe) seven vessels of different descriptions, some loaded and ready for sea, and others loading; he also received an account of the strength and situation of the batteries; he had a pilot to carry the boats in, and a guide to conduct the storming parties. The attack took place on the morning of the 29th of November, as follows:—Captain Coombe in his

barge and 19 men to board the shipping; lieutenant Lawrence in the boat with 20 men, to storm a battery of two 24-pounders; and Mr. Daly, the purser, in the pinnace and 22 men, to storm a battery of one 24-pounder, within the town; the signal of either party having succeeded was three cheers; the boats, after rowing six miles, lay on their oars until the moon went down. At 4 o'clock A. M. they dashed on, and after a few minutes of desperate fighting, the welcome signal of success was given by all three parties cheering at the same moment. Captain Coombe carried a schooner of two guns mounted, and 39 seamen and soldiers on board. Lieutenant Lawrence having spiked the guns on the batteries, with Mr. Daly proceeded to board the remaining vessels, in which they succeeded; the enemy lined the shore with musketry, got three field pieces to bear, and kept up a very sharp fire on a brig and a schooner, which was returned by the marines and the guns on board them; while carrying them out they both unfortunately grounded, and thus became fixed objects for the enemy's fire, which was further increased by a 24-pounder. Finding it impossible to get the vessels off, the running rigging cut to pieces, the standing rigging much wounded, and it being daylight, orders were given to abandon, and soon after captain Coombe was struck with a 24-pound round shot in his left side, and fell dead. The boats got out of the reach of the fire of the enemy about 6 o'clock A. M. The action continued about an hour and three quarters. The loss of the British was trifling, except that of captain Coombe killed, and lieutenant Lawrence wounded by a musket ball in the arm; the enemy's loss was great: in the attack of the batteries and on

boarding, there were about forty killed; the number drowned must have been very great, as must have been their loss on shore; there was a serjeant's party on board the vessels, besides the crews.

The destruction of the French covette *le Cygne*, off Martinique, in the month of December, by a part of the blockading squadron, was attended by unusual difficulty and loss.—On the 12th of the month, at eleven A. M. the brig *Morne Fortunée* informed Captain Collier, of the *Circe*, the senior officer of the squadron from the Diamond to the Pearl Rocks, that an enemy's brig and two schooners were at anchor of the Pearl. Captain Collier immediately recalled the looking out vessels, *Stork*, *Epervier*, and *Express*, and made all sail towards the enemy. On nearing, *St. Pierre*, he perceived a large French schooner towing along shore, under cover of a number of troops. The schooner finding it impossible to get between *St. Pierre's* and the *Circe*, the *Stork* closing fast, they run her on shore under a battery of four guns, flanked by two smaller ones, and the beach lined with troops. The signal was then made to close with the enemy, and engage in succession, the *Circe* leading, followed by the *Stork* and *Morne Fortunée*; being within pistol shot, the small batteries were soon silenced, and the troops driven from the beach. Seeing the brig and schooner unloading, Captain Collier directed the *Morne Fortunée* to watch the schooner in shore, and to give similar orders to the *Epervier* on her coming up. He then made sail towards the brig and the other schooner, which were lying to windward close to the beach, under cover of four batteries and an immense number of troops and field pieces,

which they had brought down on the beach to protect her. Having placed the barge and two cutters under the command of lieutenant Crook, Mr. Collman, purser, Mr. Smith, master, and Mr. Thomas, carpenter, who handsomely volunteered with sixty-eight men to bring the brig out, he made sail with the *Stork* and *Express* towards her, and directed the boats to lay off until the brig's fire slackened. It getting late, the vessels lying close in with the rocks, and having no pilot on board, stood in, and was handsomely seconded by Captain Le Geyt of the *Stork*. The ships did not commence action until our men were wounded from the beach with musketry. Captain Collier then bore up under a heavy fire of great guns and small arms. Having passed the batteries and brig, the *Circe's* boats not waiting for the *Stork's* to come up, boarded in a most gallant manner. Their gallantry, however, did not meet with its reward; they were beat back with dreadful slaughter; one boat taken and one sunk, the other entirely disabled. By this time it was dark, and Captain Collier stood off until day-light, determining to persevere and destroy the brig if possible. In the evening he was joined by the *Amaranthe*, who watched the brig during the night.—At eight A. M. he perceived she had weighed; Captain Brenton, in the most handsome manner, volunteering to bring her out, she was then towing and sweeping close in shore towards St. Pierre's; the boats of the *Circe* and *Stork*, and men from the *Express*, were sent to tow the *Amaranthe* up, who was at this time sweeping and using every exertion to close with the enemy. At ten, the French brig grounded near several batteries, to the northward of St. Pierre's; the *Amaranthe* tacked and worked

in under a heavy fire from the batteries and brig, from which she suffered considerably, having one killed and five wounded, followed by the *Circe*, the rest of the squadron engaging the batteries to leeward. From the *Amaranthe's* well directed fire, she soon obliged them to quit the brig. Lieutenant Hay, of the *Amaranthe*, distinguished himself very much, as did Messrs. Brooke and Rigmaiden, of the same sloop, who, with the boats of the *Circe*, *Amaranthe*, and *Stork*, boarded her under a heavy fire from the batteries and troops on shore. Lieutenant Hay, finding her bilged and impossible to get off, effectually destroyed her in the evening. Captain Brenton again volunteered to destroy the schooner then on shore; and Captain Collier ordered lieutenant George Robinson, of the *Amaranthe*, to follow the directions of captain Brenton. At nine o'clock she was on fire, and burnt to the water's edge. On this service, Mr. Jones, master of the *Amaranthe*, was wounded; and one seaman killed, and three wounded, belonging to the *Express*. On boarding, they discovered the brig destroyed was *Le Cygne* of eighteen guns and one hundred and forty men, with flour, guns, and cartridge-paper, for the relief of Martinique. The two schooners had likewise flour, and were armed. The one left off the *Pearl* went on shore, and was bilged.

A List of killed and wounded on board the squadron under the command of Francis A Collier, Esq. in action with the enemy off Martinique, the 12th and 13th days of December, 1808.

Circe, 9 killed, 21 wounded, 26 missing; 56.—*Amaranthe*, 1 killed, 6 wounded; 7.—*Stork*, 1 killed, 1 wounded; 2.—*Express*, 1 killed, 3 wounded; 4.—

Epervier, None killed or wounded.—Morne Fortunée, None killed or wounded.

Total, 12 killed, 31 wounded, 26 missing—69.

About the same time that the *Cygne* was destroyed, several French privateers were captured on the West India station.

Amongst the single actions of this year, the capture of the *Badere Zaffier*, a Turkish frigate of 52 guns and 500 men, by the *Sea-horse*, Captain Stewart, on the 5th of July, is particularly deserving of notice :—

In the evening, captain Stewart observed two Turkish men of war and a galley coming round the East end of the island of Scopolo, towards which he immediately made sail. On making out that they were both single-decked ships, he determined to bring them to action. It began at half past nine, the Turks going a little off the wind under easy sail, and continually endeavouring to run the *Sea-horse* on board. At ten o'clock, observing a good opportunity of attacking the small ship to advantage, he dropped along-side of her, and after a quarter of an hour's hot fire, at half pistol shot distance, her fire having totally ceased, captain Stewart left her in a state of the greatest distress. Just before he had left her she had partially blown up forward. By this time the large frigate which had fallen a little to leeward, again got pretty close up, and the action recommenced; so obstinate was the resistance of the Turks, that it was not till a quarter past one that the *Sea-horse* rendered her a motionless wreck. As they now would neither answer nor fire, captain Stewart conceived it most prudent, knowing the character of the people, to wait for

day-light to send on board her. At day-light, observing her colours on the stump of the mizen-mast, he poured a broadside into her stern, when she struck, and we took possession of her. She lost 165 killed, and 195 wounded ; the Sea-horse lost only 10 killed and 10 wounded. The other ship was named the *Aho-Fezan*, carrying twenty-four 13-pounders and two mortars, with a complement of 230 men. They took most of them out of the galley before the action and sent her away.

Another action of equal, if not superior brilliancy to the above, was that which terminated in the capture of the French frigate *La Thetis*, by the *Amethyst*, Captain Seymour.—The *Amethyst* had been cruising off the dangerous coast of L'Orient for fourteen weeks, during which time violent gales of wind had prevailed. On the night of the 10th of November, the *Amethyst* was standing so close in to the N. W. point of Groa, that it became impossible for an enemy to escape ; the proof of which was fully exemplified by the ineffectual endeavours of the French frigate. The night was unusually dark, not a star to be seen, and every thing indeed favoured the attempt. About seven the flash and report of cannon were distinctly seen and heard from a battery on the French coast, on a direction contiguous to the alarm and signal-post. The conjecture of the moment supposed it in consequence of the near approach of the *Amethyst*, but it was in reality directed against their own frigate, of the sailing of which they were ignorant. About half past seven a sail was descried just ahead ; it was supposed a small armed vessel, or something still more contemptible,

and the deception of night favoured the supposition. A musket was ordered to be fired; no notice was taken: she grew larger. The Amethyst still continued under an easy press of sail. A gun was now fired, and the crackling noise of this shot was heard as it passed through the cabin windows. This by the enemy was instantly returned, and the veil of darkness, which had hitherto obscured her, was now removed by the lights flying in every part of her; every inch of canvas was set, her boat cut from her stern, and a ship of war appeared anxious for escape, though capable of resistance. The Amethyst immediately spread more canvas, but allowed her to gain a little, lest her apprehensions might induce her to run on that shore, which was then so near them. About nine, however, those apprehensions were at an end, and the Amethyst closed fast. Her adversary, now finding all hopes of escape at an end, made her best dispositions to receive the Amethyst, and before ten o'clock the action commenced, which continued, with very little intermission, until about twenty minutes after twelve. The French ship fell on board the Amethyst; a little after ten, she extricated herself from that situation; but at a quarter past eleven, she intentionally laid the Amethyst on board; and from that time until the moment of her surrender, which was about an hour, the contending ships were locked together, the fluke of the Amethyst's best bower anchor having entered the foremost main-deck port of La Thetis. After great slaughter, La Thetis was boarded and taken possession of, and some prisoners were received from her, before the ships were disengaged. The Triumph, commanded by Sir Thomas Hardy, shortly afterwards

came up ; and, subsequently, the Shannon, which took La Thetis in tow.

In this long and sharply contested action, the rigging of the Amethyst was much cut ; and 19 of her crew were killed and 51 wounded. The loss of the Thetis, however, was still more shocking to humanity ; as exclusively of her captain, she had 172 men killed, and 102 wounded, amongst whom were all her officers excepting three.

When the great disparity of force between the Amethyst and Thetis is considered, the conquest achieved is marked by particular brilliancy. The Amethyst mounted only 36 guns, the Thetis 44 ; consequently from her larger size, her metal was of superior weight ; her crew, consisting of 360 men, besides 106 soldiers, had served for years together ; added to this, Monsieur Pinsun, entrusted with the command of La Thetis, was a man of approved courage, much beloved by his men, and deserving in every respect the commendation of an excellent officer. Indeed, there are but few instances on record, in which a French ship is known to have supported so long, so spirited, and so determined a conflict. But the contest was never for a moment doubtful ; all were animated with the glorious spirit that leads to victory, and the guns were served with the same zeal and alacrity the last hour of the fight as in the first. Such is the simple detail of this distinguished action, which for gallantry, skill, and bravery has never been exceeded, whilst it holds up anew the character of our country, must elicit praise from every tongue, and gratitude from every heart.

On the 19th of May, the Dutch frigate Guelder-

land, of 36 guns, was captured by the *Virginie*, Captain Brace, off Bergen. The *Guelderland* was manned with 257 men, and had twenty-three passengers, a fortnight from Bergen. It was after an hour and a half's gallant defence in a night action, that her captain surrendered, his masts being shot by the board, twenty-five of his men killed, and forty severely wounded. The enemy wore three times, and in his effort to come round the fourth, fell on board the *Virginie*, and did her the only damage worth notice; for I have been fortunate, says Captain Brace, having only one man killed and one badly wounded. The night was extremely dark, and the swell so great that the boarders could not act.

The Mediterranean was, during this year, the scene of much active desultory service, upon a small scale. A very gallant action by the boats of the *Emerald* frigate, especially merits attention. On the afternoon of the 14th of March, as the *Emerald* was standing along the coast of Spain, on her way to the squadrons off Ferrol, she discovered a large French schooner, coming out of Vivero. All sail was immediately made in chase; the schooner, on discovering the frigate, put about and returned to Vivero, and ran on shore at high-water, under the protection of two batteries. Captain Maitland immediately hoisted out his boats, and sent them to take the batteries and destroy the schooner, under the orders of the first lieutenant (Burton), with the assistance of the marine officers; the marines of the frigate, and a party of seaman volunteers. They landed and took possession of two batteries, the one having eight 18-pounders, the other seven 9-pound-

ers, without any loss; they spiked the guns and went on to the schooner, which was about two or three miles off; one of their boats had gone on to take possession of the vessel, which they did without any difficulty, the Frenchmen having left her; and another boat, with a party of men under the command of Lieutenant Smith, took possession of a fort on the other side, that was firing on them, so that they had complete possession of three forts and the schooner, with only one or two men wounded. On the first lieutenant getting to the vessel he found her fast on shore; but supposing the tide to be flowing (in which he was unfortunately mistaken), he sent one boat to the frigate for an anchor and hawser, hoping as the tide flowed to be able to haul her off. This gave time for the inhabitants, assisted by the crew of the vessel, to collect in great numbers; and night coming on, they attacked the schooner most furiously, under cover of the bushes and rocks, and from the heights much above the schooner, which gave them every advantage. Our gallant fellows thought it best to stay by the schooner (for had they landed, they would have been overpowered by numbers), and wait for the tide floating the vessel off. It would have been well if they had destroyed the schooner at once, and returned to their ship; but an over-anxiety to get her out caused the loss of some brave men. Nine fell on board, and fifteen were wounded, all by musketry, from fellows they could not see; when finding no hopes of getting the vessel off, they set her on fire and returned to their ship. The lieutenant who commanded the party, with the two officers of marines, were among the wounded. The poor fellows who were killed found a grave in

the ashes of the schooner, which blew up soon after our people left her; and thus ended a most gallant, but unfortunate expedition.

The schooner proved to be a national vessel, mounting fourteen carronades, from the East Indies bound to Bourdeaux. She had been at Vivero since December, and when the frigate saw her, was intending to finish her voyage. She had on board several things of value, and some cash. Before she was set on fire, our people had leave to plunder, and some of them got cash and articles to a large amount. The next day the gun-boats came out to attack the frigate, but were completely put to the rout; several of the shot struck the Emerald, but did no material damage.

In the month of September, a small expedition, supported by the Halcyon and Weasel sloops, succeeded in cutting out an Italian flotilla of thirty-eight sail, of which four were large gun-boats, from Diamante Harbour, where they had long been blockaded. The town of Diamante, which covered the vessels ranged on the right and left of it, stands on a peninsula nearly inaccessible on three sides, the fourth is protected by difficult inclosures, and there is besides a building of considerable strength commanding the whole. Two hundred and fifty men of the regiment of Malta, under Major Hammill, and one hundred of the 58th regiment, under Captain O'Brien, were landed at day-break, September 8, about half a mile northward of the town, accompanied by Captain Campbell of the Royal Artillery. The enemy, who consisted of about four hundred men of the civic guard, with a proportion of French troops, were gradually forced back through the

underwood upon the town, which, however, they did not attempt to defend, but took to the mountains; and we were enabled to turn their batteries, of four heavy guns, on the beach to the southward of the town, without sustaining any loss; when the whole of their vessels, ordnance, &c. fell into our hands.

Soon after the accomplishment of the above service, a very gallant exploit was performed, by a small detachment from one of our cruisers in the Mediterranean. An Italian brig of war being chased under a battery; a party of royal marines, which consisted of two lieutenants and forty-five rank and file, were landed; these brave fellows immediately ascended the heights, when upon approaching the battery, the French officer who commanded, confident of his strength (having upwards of seventy men of the favourite French regiment, the 3d Legere), marched out with a field piece to attack them. The lieutenant, without firing a musket, ordered his men to charge, which was executed so firmly, that although the French maintained their ground for some time with great courage, they at last gave way, leaving the field-piece behind; and our men, by a masterly manoeuvre, having placed themselves between them and their battery, of which they got possession, opened a heavy fire upon the brig, which, upon the approach of our frigate, hauled down her colours. The whole then, after spiking the guns and blowing up the magazines, re-embarked. Our loss on this service, which was the admiration of all who witnessed it, was the second lieutenant of marines badly wounded in the arm, one serjeant and seven privates killed, and five badly wounded.

It is not, however, in the King's service alone, that our brave tars are in the habit of signalling themselves. The merchant service yearly, and monthly, and almost daily, affords brilliant instances of nautical skill and intrepidity; qualities which are strikingly conspicuous in the following short account of an engagement, which took place between the Catherine, Captain Fenn, bound from London to Malta, and a French privateer, in which Captain Fenn was badly wounded. The Catherine had left Gibraltar on the 8th of September.

"On the 13th," says a gentleman who was on board at that time, "a sail hove in sight on the larboard-bow on a wind, standing for us. We hoisted ensign and pendant, and fired a gun; she showed St. George's flag and pendant, and stood on until she got into our wake, then bore up directly for us. We prepared every thing for action, being suspicious of her; and as soon as it was possible to be understood, by Captain Fenn's order, I hailed, and asked from whence she came? She answered, from Gibraltar, and was in distress for water. I ordered her to haul her wind immediately, or we should fire into her. She still cried out, "Water! water!" and came on, when I immediately pointed one of the stern guns, and ordered fire. I then jumped to the opposite gun, pointed it, and ordered fire. This order was countermanded, in consequence of her crying, "Mercy!" and "Water!" but as soon as the smoke of the first gun cleared away, Captain Fenn saw with his glass that they were getting ready to change their colours, and were pointing their bow guns. He called out, "It is a Frenchman, fire away!" He no sooner spoke, than he got the contents of the second; but before our guns could be fired again, he

grappled, and commenced a heavy fire with grape and musketry. I immediately seized a musket and shot the Captain, who was going to give orders through his trumpet. I sung out, "I have shot the captain!—Victory, my boys!" and we gave him three cheers to advance. They returned the same and came on bravely; when poor Fenn with his boarding-pike in his hand, was shot through the body. He addressed himself to me—"I am shot; but fight on, my dear fellow." I encouraged my men, and soon repelled the boarders with very great slaughter.

"In about half an hour, like savages, they sang out, and came on again; but were again repulsed with considerable loss. This caused such great confusion among them, that they got their grapplings unhooked, and took a broad-sheer off; which I improved immediately, by sheering likewise, and got two of the great guns into him before he could get to again. This, no doubt, damped their courage; but they again boarded with three cheers, and several succeeded in getting over our nettings into the poop; but our men, like heroes, made a bold push, and either killed or wounded every man who made his appearance, and those poor devils who had the impudence to come on the poop were all shoved overboard, with the pikes fast in their bodies. This was the sickening job; for they made a terrible noise, and got their grapplings unhooked; when I ordered the man at the wheel to luff the ship to give a broadside. Unfortunately the ship was unmanageable, her sails and running rigging flying in all directions; but, as a substitute, we gave them the stern-chasers, entirely loaded with grape, as long as it could be of service. I then gave all the hands a good glass of grog, and

like smart fellows they soon got the vessel on her course again. This being done, I ran to the captain, and dressed his wounds; he was then apparently dying, but through a miracle we have preserved his life. He is in a tolerably fair way, and on shore, under the doctor's charge.

"The privateer was a fine latine-rigged vessel, carrying two large sails, and her decks as full of men as possible; we judge from seventy to eighty. We must have killed a great number, as a great quantity of blood rose on the water. It appeared to me a miracle that none of our men were killed, as the grape and musket-balls came in like hail. We had only two men slightly wounded, one of whom was at the wheel."

In the month of July, while cruising off Catalonia, the gallant Lord Cochrane formed the resolution of rescuing the castle of Mongal, which commands an important post between Barcelona and Gerona, from the hands of the French, by whom it had been seized. Accordingly on the 31st of July, he attacked and carried that fortress, which, as soon as the military stores it contained had been delivered over to the patriots, he destroyed.

Lord Cochrane next proceeded off the coast of Languedoc, where, in September, he blew up, and totally destroyed the newly constructed semaphored telegraphs at Bourdique, la Pinede, St. Maguire, Frontignan, Canet, and Foy, together with the houses attached, fourteen barracks of the gens-d'armes, a battery, and the strong tower upon the lake of Frontig-

nan. The telegraphs here mentioned were considered as of the utmost importance to the safety of the convoys accustomed to pass along the coast of France; as, by their signals, they constantly apprised them of the approach of any English cruiser that might appear. Alluding to this service, the commander in Chief, in his official letter, says:—"Nothing can exceed the activity and zeal with which his lordship pursues the enemy. The success which attends his enterprises clearly indicates with what skill and ability they are conducted, besides keeping the coast in constant alarm, causing a total suspension of trade, and harrassing a body of troops employed in opposing him, he has probably, prevented those troops which were intended for Figueras, from advancing into Spain, by giving them employment in the defence of their coast." It appears, indeed, from Lord Cochrane's statement, that the comparatively insignificant force which he landed upon this occasion, drew about 2,000 troops from the fortress of Figueras to the defence of the French coast.

The naval losses of 1808, though sufficiently distressing, were less numerous than in many preceding years.—On the 19th of January, his Majesty's brig *Flora*, struck upon Schelling-reef, on the coast of Friesland, and was totally lost. By means of rafts, however, the crew were all fortunately saved.

The *Agatha*, Captain ~~Boop~~, of Lubeck, sailed from Lisbon for Carlscrona, on the 3d of April with Lord Royston (son of the Earl of Hardwicke) and about eighteen other passengers on board. Four days afterwards the *Agatha* was stranded on what is called the Suder Hacken, near Memel; by which distressing

event, Lord Royston, Colonel Pollen, and eleven other persons lost their lives.

The *Astrea* frigate, Captain Haywood, which sailed from Jamaica about the middle of May, was stranded on a reef off the island of Anagada, which she had mistaken for Porto Rico, on the 23d of that month. By the bursting of a gun, fired as a signal of distress, two of the crew were killed, and two more were lost in the surf, in endeavouring to reach the shore on a raft.

Amongst the domestic naval occurrences of the year, may be first mentioned, a Proclamation of the 15th of June, revoking the former Proclamations relating to the distribution of Prizes, and appointing a new distribution of them, in different proportions.

The old regulations had long been the subject of regret and chagrin, amongst subordinate officers and privates; a circumstance which will not much be wondered at, when we mention, that, of the Buenos Ayres prize-money, the privates received only one shilling and sixpence each!

For a number of years past, the division of prize-money had been, to the commanders in chief, three-eighths; but, in consequence of the Board of Admiralty having recommended to the Privy Council a reduction of this proportion, it was determined to reduce the share of the Commanders in Chief to two-eighths; the other eighth to be divided amongst the officers and men, in addition to their former shares.

The launch of the *Caledonia*, understood to be the largest and finest ship ever built, took place at Plymouth on the 25th of June. Her plan was designed

by Sir William Rule, one of the surveyors of the navy; and she was laid down in the year 1796. Her dimensions are as follows :—

	ft.	inch.
Length of the gun-deck.....	205	0
Extreme breadth.....	53	6
Depth in the hold.....	28	2

Burthen (more than) 2605 tons.

On the lower or gun-deck, she has seventeen ports on each side; middle-deck, -eighteen; upper-deck, seventeen; quarter-deck, eight; and fore-castle, two. She will mount 120 guns, from eighteen to thirty-two pounders, besides carronades. Her stern is elegantly neat and light, without that profusion of carved work which formerly decorated ships of her class, having only the unicorn supporting the arms of Scotland. Her head is a bust of a female figure, emblematic of her name, with the plaid, bonnet, and thistle, “of the *Saxon* green;” and bagpipes, the favourite musical instrument of Caledonia, on each side, carved by Mr. Dickerson, in a manner that does great credit to his taste and judgment. Her main-mast is 119 feet in length and 39 inches in diameter; the weight of her anchors is ninety-three hundred and two quarters.

Lord Gambier, soon after the launch of the *Caledonia*, hoisted his flag in her, as Commander in Chief of the Channel fleet.

The state of the British navy, on the 31st of December, 1808, was as follows :—Ships of the line in commission, 149; fifties, forty-fours, &c. 21; frigates, 184; sloops, 186; gun-brigs, 294; total, 834; including those building, repairing, &c. 1120.

 1809.

Escape of the Brest fleet—Determination to attack the French fleet, in Aix Roads—Successful accomplishment of that enterprise—Gallantry of Lord Cochrane—Trial of Admiral Harvey—Trial of Lord Gambier—War between France and Austria—Consequent expedition to the Scheldt—Capture of Flushing—Return of the Expedition—Descent on the Coast of Italy—Embarkation of the British army, at Corunna—Surrender of Vigo, and of Santiago—Abdication of the King of Sweden—Reduction of the Island of Anholt—Destruction of a Russian Flotilla—Seizure of Cuxhaven—Capture of Cayenne—Reduction of Senegal—Surrender of Martinique—Reduction of the Saints—Conduct of America—Action between the Amethyst and Niemen—Capture of La Furieuse—Minor actions—Domestic concerns—State of the Navy.

THE escape of the Brest fleet, early in 1809, led to a most important result. It was on the morning of the 24th of February, that this fleet, consisting of eight sail of the line, appeared off Rochefort, in a widely extended semi-circle. Their first object, there is no doubt, was to capture the squadron of three sail of the line under Captain Beresford, which had been at anchor in Basque Roads. But Captain Beresford had fortunately learnt, the preceding day, that the French Admiral had struck his flag, and gone to L'Orient to bring out the squadron lying there, in order to join in the attack upon the British squadron off Rochefort. In consequence of this information, Captain Beresford

got under weigh, and stood off, and very soon after he observed the entrance into the bay of the French squadron. Here the enemy was joined by three sail of the line lying in Rochfort, which exclusively of smaller vessels, make his force consist of eleven sail of the line.

Due information of these circumstances having been transmitted to the Admiralty, and to the Commander-in-Chief of the Channel Fleet, the latter (Admiral Lord Gambier) in the *Caledonia*, of 120 guns, arrived off Rochefort, and took the command of the blockading squadron, on the 8th of March. Thus, the escape of the enemy from Brest was rendered unavailable; a circumstance of itself exceedingly important, as it was afterwards ascertained, that this squadron was to have gone to Ferrol, where it would have gained a great additional naval strength: from thence proceeding to Toulon, it was to receive on board 40,000 troops, intended to take possession of Cadiz and the fleet; and after that they were to proceed to the West Indies, to succour Guadaloupe and Martinique; for which service, one of the seventy-four's was laden with six hundred thousand pounds worth of the stores and ammunition. Something more effective, however, than the mere blockading of this squadron was thought advisable; and, after much consideration, its destruction, by means of fire-vessels, having been suggested by Lord Cochrane, the principal conduct of an enterprise, for that purpose, was entrusted to his Lordship; the result of which was, that, on the 12th of April, the Anniversary of Rodney's glorious victory in the West Indies, the *Ville de Varsovie*, of 80 guns, the *Tonnerre*, of 74, the *Aquilon*, of 74, and the *Calcutta*, of 56, besides smaller vessels, were completely destroyed; with a loss, on our part, of

only two officers and eight men killed; nine officers and twenty-six men wounded, and one man missing.—“The fire-vessels,” says Lord Gambier, in his official letter to the Admiralty, “placed under the direction of Captain the Right Honorable Lord Cochrane, proceeded to the attack under a favourable strong wind from the northward, and flood tide, preceded by some vessels filled with powder and shells.—On their approach to the enemy’s ships, it was discovered that a boom was placed in front of their line for a defence. This, however, the weight of the Mediator soon broke, and the usual intrepidity and bravery of British seamen overcame all difficulties, advancing under a heavy fire from the forts in the Isle of Aix, as well as from the enemy’s ships, most of which cut or slipt their cables, and from the confined anchorage, got on shore, and thus avoided taking fire. At day light the following morning, Lord Cochrane communicated to me by telegraph, that seven of the enemy’s ships were on shore, and might be destroyed. I immediately made the signal for the fleet to unmoor and weigh.—At twenty minutes past two, P. M. Lord Cochrane advanced in the *Imperieuse* with his accustomed gallantry and spirit, and opened a well directed fire upon the *Calcutta*, which struck her colours to the *Imperieuse*; and the other ships and vessels soon after joined in the attack upon the *Ville de Varsovie*, and *Aquilon*, and obliged them, before five o’clock, after sustaining a heavy cannonade, to strike their colours. As soon as the prisoners were removed they were set on fire, as was also the *Tonnerre*, a short time after by the enemy.—I afterwards detached Rear Admiral Hon. R. Stopford, to conduct the further operations of the night against any of the ships which lay ex-

posed to an attack. On the morning of the 13th, he reported to me that as the *Cæsar* and the other line of battle ships had grounded and were in a dangerous situation, he thought it advisable to order them all out, as the remaining part of the service could be performed by frigates and smaller vessels only."

From the importance of this exploit, it is necessary to enter into some farther details; and first we shall present the reader with the following interesting extract from Lord Gambier's more extended account of the proceedings, addressed to the Admiralty:—

" Their lordships are aware that soon after I had taken the anchorage of Basque Roads, I stated to them the strong position of the enemy's fleet in Aix Roads; that their ships were moored in two compact lines, and the most distant ship of each line within point-blank range of the batteries of Isle D'Aix, explaining, at the same time, that they were under the necessity of mooring in such close order, not for the purpose of opposing a more formidable front, but to avoid the shoals close around the anchorage; and their lordships will also remember, that I then pointed out the impracticability of destroying them by an attack with the ships of the line in the position they occupied; but that I conceived them to be assailable by fire-ships, having previously suggested to Lord Mulgrave the expediency of sending out twenty or thirty vessels for that purpose.

" The suggestion was anticipated by their lordships, and they were pleased to order twelve sail of fire-ships to join me, and to direct me to fit out eight others on the spot. Upon the arrival of Captain Lord Cochrane, whom their lordships had ordered me to employ in conducting the execution of the service to be performed by

the fire-ships, I was induced, at his suggestion, to add the Mediator to the number.

" The preparations were completed on the 11th ult, at night, and having previously called on board the Caledonia, the commanders and lieutenants who had volunteered their services, and who had been appointed by me to command fire-vessels, I furnished them with full instructions for their proceedings in the attack, according to Lord Cochrane's plan, and arranged the disposition of the frigates and small vessels to co-operate in the following manner :—

" The Unicorn, Aigle, and Pallas. I directed to take a station near the Boyart shoal, for the purpose of receiving the crews of the fire-ships on their return from the enterprize, to support the boats of the fleet which were to accompany the fire-ships, and to give assistance to the Imperieuse, which ship was still further advanced. The Whiting schooner, King George, and Nimrod cutters, were fitted for throwing rockets, and directed to take a station near the same shoal for that purpose.

" The Indefatigable, Foxhound, and Elna bombs, were to take a station as near the fort on the Isle of Aix as possible; the two former to protect the bomb-vessel, whilst she threw shells into the fort.

" The Emerald, Dotterel, and Beagle sloops, and Growler, Conflict, and Insolent gun-brigs, were stationed to make a diversion at the east end of the Isle of Aix.

" The Redpole and Lyra, I directed to be anchored by the master of the fleet (one near the Isle of Aix, and the other near the Boyart), with lights hoisted to guide the fire-ships in their course to the attack; and the boats of the fleet were ordered to assemble alongside the Cæsar, to proceed to assist the fire-ships, under the superintendence of Rear Admiral Stopford.

“ With these fire-concerted movements the fleet was at this time unmoored, in readiness to render any service that might be practicable; but being anchored in a strong tide-way, with the wind fresh from the N.W. upon the weather tide making, it was again moored, to prevent the ships falling on board each other.

“ At about half past eight P. M. the explosion vessels and fire-ships proceeded to the attack; at half past nine, the first explosion vessel blew up; and at ten, most of the fire-ships were observed to be on fire; the enemy's forts and ships firing upon them. Many of their fire-ships were seen to drive through their fleet, and beyond the Isle of Aix.

“ Shortly after day-light, Lord Cocbrane, who, in the *Imperieuse*, lay about three miles from the enemy, made the signal to me, by telegraph, that seven of the enemy's ships were on shore and that half the fleet could destroy them. It was visible from the *Caledonia* what ships were aground, and that two or three had made their escape up the Charente. I immediately ordered the fleet to be unmoored, and at half past nine weighed and ran up nearer to the Isle of Aix, with a view, when the time of the tide should render it advisable, to destroy any of them at that time in so perilous a situation. The fleet was therefore anchored. I made the signal for each ship to prepare, with spare or sheet cables out of the stern ports, and springs on them, to be in readiness for any of them to go in, that I might judge necessary; in the meanwhile, I ordered three additional fire-ships to be prepared.

“ Observing the *Imperieuse* to advance, and the time of flood nearly done running, the *Indefatigable*, *Aigle*, *Emerald*, *Pallas*, *Beagle*, *Etna*, and gun-brigs, were or-

dered on the attack; at twenty minutes past two P. M. the former opened her fire upon the enemy's ships aground, and the others as soon after as they arrived.

I then ordered the *Vallient* and *Revenge* to support them, and they soon joined in the action.

"The enemy's ship *Calcutta* struck her colours at ten minutes after four P. M. and the *Ville de Varsovie* and *Aquillon*, in about an hour afterwards; all three were taken possession of by boats of the advanced squadron, and set on fire as soon as the prisoners were removed; a short time after, *Le Tonnerre* was set on fire by the enemy.

"Perceiving towards the close of the day, that there were some of the enemy's grounded ships lying further up towards the *Charante*, which appeared to be exposed to further attacks, I sent in the three additional fire-ships, and all the boats of the fleet, with Mr. Congreve's rockets, accompanied by the *Cæsar* and *Theseus*, under the direction of Rear Admiral Stopford, with discretionary orders for his acting as he should think fit, and according as circumstances should render it expedient.

"On the following day (the 13th) the Rear Admiral, perceiving that nothing further could be effected by the line of battle ships, which had grounded, as had also some of the frigates, and how imminent the danger was in which they lay, and being satisfied that the remaining part of the service could be performed only by frigates and smaller vessels, he most wisely took advantage of a providential shift of wind, and returned with the line of battle ships, to Basque Roads. Captain Bligh on his return, reported to me, that it was found impracticable to destroy the enemy's three decked ship, and others

which were lying at the entrance of the Charente, as the former (which was the outer one) was protected by three lines of boats, placed in advance from her.

"During the remainder of the 13th, the Etna was employed in throwing shells, the Whiting schooner in firing rockets, and the other small vessels in firing upon the enemy's ships on shore, when the tide permitted.

"On the 14th at day light, I observed three or four of the enemy's ships still apparently aground, at the mouth of the river. I ordered Captain Wolfe, of the Aigle, to relieve Lord Cochrane, in the Imperieuse, in command of the small vessels advanced, and to use his utmost endeavours to destroy any of the enemy's ships which were assailable. At fifty minutes after two the Etna bomb and small vessels in shore, began their fire upon the enemy's ships at the entrance of the Charente, and continued to do so during the remainder of the day.

"On the 15th, in the morning, (the day on which I dispatched Sir H. Neale, to their lordships, in the Imperieuse), three of the enemy's line of battle ships were observed to be still aground, under Touras, and one of them in a dangerous situation, one of their frigates (l'Indienne) also on shore, had fallen over, and the enemy were dismantling her.

"It blew very strong from the westward on the whole of the 15th and 16th, so that no attempt could be made to annoy and harass the enemy; on the latter day their frigate, which was on shore, was discovered to be on fire, and blew up soon after.

"All the remainder of the enemy's ships got up the river by the 17th, except one, (a two decker) which remained aground under the town of Touras: in the afternoon of this day it was observed, that another of the

enemy's frigates had got on shore up the river and was wrecked, which was afterwards confirmed by the master of a neutral vessel from Rochelle.

" On the 19th it blew too violent for any of the small vessels to act against the enemy; but, on the 20th, the Thunder bomb having arrived, and the weather having become more moderate, I sent her to assist the Etna in bombarding the enemy's ship, on shore near Touras. The Etna had split her 13-inch mortar on the 15th, consequently had only her 10-inch effective; and the Thunder's 15-inch was also rendered unserviceable, this day, from the same cause.

" The following day I went in my boat into the Roads, on board the Aigle and Pallas, to reconnoitre the enemy's ship abovementioned, and ascertain what further operations could be carried on for her destruction. That evening, and the succeeding days, the wind was too violent and unfavourable.

" On the 23d I gave directions to Captain Wolfe to put two of the Aigle's 18-pound long guns into each of the four gun-brigs, and use every means in his power to drive the enemy out of the ship near Touras, and attempt to set her on fire; the whole of the 24th was employed in this attempt the 10-inch mortars throwing their shells occasionally, but without success; and, as Captain Wolfe reported to me, that this attack made very little impression upon the enemy, and that the ships and vessels which were advanced above the Boyart Shoal, in order to carry on these operations, were in a station much exposed to attack from the enemy's gun-boats, &c. I considered any further attempt would be fruitless, and therefore withdrew them from their advanced position.

“The enemy’s ships continued aground near Touras until the night of the 28th, when, having lightened her considerably, and applied great exertion to get her afloat, the spring tides having set in, they succeeded in their attempt, and got her up the river.

“Their Lordships will perceive, from the foregoing statement, as well as from their knowledge of the local situation of the scene of action, that I was obliged to have a second object in view, for besides the destruction of the enemy’s ships, the greatest care was required that His Majesty’s fleet should not be sacrificed; the state of the tides and wind was most materially to be attended to, and, without reference to the chart of the anchorage, nothing can better exemplify the limited space and danger of the navigation, than the circumstance of one of the enemy’s line-of-battle ships having, on their fleet entering the Roads in February last, run on shore on the shoal of the Pallas, and being there totally wrecked.”

The gallantry of Lord Cochrane, upon this occasion exceeded all praise. His lordship, who, as has been already seen, personally conducted the explosion ship, caused about 1,500 barrels of gunpowder to be started into puncheons, which were placed end upwards: upon the tops of these were placed between three and four hundred shells, charged with fuses; and again, among and upon these were between two and three thousand hand-granades. The puncheons were fastened to each other by cables wound round them, and jammed together with wedges; and moistened sand was rammed down between these casks, so as to render the whole, from stem to stern, as solid as possible, that the

resistance might render the explosion the more violent.

In this immense instrument of destruction, Lord Cochrane committed himself, with only one lieutenant and four seamen ; and after the boom was broken, his lordship proceeded with this explosion ship towards the enemy's line.

Let it be recollected, that at this moment the batteries on shore were provided with furnaces to fire red hot shot, and then his lordship's danger in this enterprise may be properly conceived.

The wind blew a gale, and the tide ran three knots an hour. When the blue lights of the fire-ships were discovered, one of the enemy's signal-ships made the signal for fire-ships ; which being also a blue light, the enemy fell into great confusion, firing upon her with very injurious effect, and directly cut their cables.

When Lord Cochrane had conducted his explosion ship as near as was possible, the enemy having taken the alarm, he ordered his brave little crew into the boat, and followed them, after putting fire to the fusee, which was calculated to give them fifteen minutes to get out of the reach of the explosion. However, in consequence of the wind getting very high, the fusee burnt too quickly ; so that with the most violent exertion against wind and tide, this intrepid little party were six minutes nearer than they calculated to be, at the time when the most tremendous explosion that human art ever contrived took place, followed by the bursting at once in the air, of near 400 shells, and 3000 hand-granades, pouring down a shower of cast metal in every direction ! But fortunately our second Nelson was

spared; the boat having reached, by unparalleled exertion, only just beyond the extent of destruction. Unhappily this effort to escape cost the life of the brave lieutenant, whom this noble captain saw die in the boat, partly under fatigue, and partly drowned with the waves, that continually broke over them. Two of the four sailors were also so nearly exhausted, that their recovery was despaired of. Such were the perils our hero encountered. When they reached their ship, the *Imperieuse*, it is known that Lord Cochrane was first to go down to the attack, and was for more than an hour the only English man of war in the harbour. His attack and capture of the *Calcutta*, which had one-third more guns than the *Imperieuse*, has been properly spoken of.

The repetition of his explosions was so dreaded by the enemy, that they apprehended an equal explosion in every fire-ship; and immediately crowding all sail, ran before wind and tide so fast, that the fire-ships, though at first very near, could not overtake them, before they were high and dry on shore; except three seventy-four's besides the *Calcutta*, which, were afterwards engaged, taken, and burnt. Seven went on shore, of which *two three-deckers*, afterwards got off, *before our ships of the line got in*, and *they* went up the river. Two of the remaining five were on their beam-ends before Lord Cochrane came away; and it was his lordship's opinion, that with proper exertion they might be completely destroyed.

And here we think ourselves bound to pay to this most noble and gallant commander, the tribute that is also due to his benevolence, not exceeded even by his bravery; for it is the characteristic of true courage and

greatness of mind, when in the midst of the most imminent danger, to save and succour those, whom superior valour has placed upon the verge of destruction.

Our hero soon turned his attention to rescue the vanquished from the devouring elements; and in bringing away the people of the *Ville de Varsovie*, he would not allow even a *dog* to be abandoned, but took a crying, and now neglected little favourite up into his arms and brought it away. It may be supposed that he has conveyed this fortunate little trophy into the bosom of his family, where it ought to be ever cherished as an instance of his generous care. But a still greater instance of goodness was displayed in his humanity to a captain of a French 74, who came to deliver his sword to Lord Cochrane; lamenting that all he had in the world was about to be destroyed by the conflagration of his ship. His lordship instantly got into the boat with him, and pushed off, to assist his prisoner in retrieving some valuable loss; but, in passing by a 74, which was on fire, her loaded guns began to go off; a shot from which killed the French captain by Lord Cochrane's side, and so damaged the boat that she filled with water, and the rest of the party were nearly drowned.

The following is the state of the French fleet, or rather of its remains, as described by one of our naval officers, who left Rochefort on the 24th of April:—

“ L'Ocean, of 120 guns, Vice-Admiral Alemand, Captain Rowland; on shore as late as the 24th of April, unrigged, lightened and shored up by the lower yards, and no probable chance of getting off, having laid there two spring-tides.

“ Foudroyant, of 84 guns, Rear-Admiral Yourden, Captain Henri; in the same state on the 24th.

“ Cæsar, of 84 guns, Commodore Fure; gone up the river towards Rochefort, much damaged by grounding.

“ Tourville, of 74 guns, Captain Le Caillie; gone up the river, and damaged.

“ Aquilon, of 74 guns, Captain Manyon, (died of his wounds) struck to the Revenge and frigates, on the 12 of April, and burnt by the English.

“ Tonnerre, of 84 guns, Captain Clement de la Roussiere; burnt by the enemy, with the French colours flying.

“ Ville de Varsovie, of 84 guns, Captain Crevillier, struck to the Revenge and frigates, and burnt by them.

“ Jamappe, of 74 guns, Captain Favaur; gone up the river much damaged, having been on shore.

“ Jean Bart, of 80 guns, Captain Bosée (ordered by Buonaparte to be shot); wrecked on the 26th of February on Lespalles Shoal while reconnoitering the English fleet.

“ Calcutta (formerly English), of 50 guns, Captain Lefence; struck to the Imperieuse, and burnt by her.

“ Regulus, of 84 guns, Captain Lucas, and Patriot, of 74 guns, Captain Mahe, were both on shore; one as late as the 24th, having been there two spring-tides; the other supposed to have gone to pieces in a westerly gale, or got off and went up the river in the night.

“ Indienne frigate, Captain Protoare, burnt by the enemy the 16th of April.

“ Elbe, ditto, Captain Beranger; Pallas, ditto, Cap

tain Le' Bigot; and Hortense, ditto, Captain Allgand; escaped up the river on the night our fire-ships bore down on the enemy."

Rather for the *amusement* than *information* of the reader, we shall now present him with the *French* account of this affair.—The *Moniteur* of the 23d of April, contains the following "*Report to the Minister of the Marine, by Admiral Alemand,*" dated "on board the Ocean, 12th of April, Aix Roads."

"By my last of the 9th, I had the honour to mention that the enemy's force anchored in Basque Roads, consisted of eleven of the line, six frigates, eleven brigs, and thirty-two transports. On the 10th there appeared also sixteen ships, which appeared to be transports or fire-ships. I struck top-masts on the 11th, when the wind was N. W. The frigates neared the Isle—the fleet of his Majesty lay in two lines, in order that the smallest possible front might be presented to the fire-ships. They were flanked by a raft 800 toises long. About sun-set it still blew hard, and I gave to each captain the liberty to act according to circumstances.

"About half-past eight o'clock four English ships came to anchor to the westward of the head-line—they had fire signals, and appeared to be intended for beacons to the fire-ships.

"About nine o'clock a great explosion took place close to the fleet, which was followed by two more. A brig on fire was sent against part of the fleet, and afterwards a number of other brigs and three-masted ships advanced in full sail in flames, which were by

the tide kept off some time from the fleet, but at last they reached my line. The first came close to the *Regulus*, and fell on board her starboard side, while a second, also in flames, run on board the *Ocean*. I had ordered the cables to be slipt, to avoid complete destruction. So soon as the fire-ships came close to the bowsprit, the *Ocean* slipt her cable and drove. The fire-ships followed in succession, and came in full sail against the whole of our line, and particularly against the *Ocean*. It was all over with his Majesty's ship; the flames spread rapidly over her. (The Admiral then mentions the efforts to get away, which was effected.) The enemy had three infernal machines and thirty-three fire-ships, and three-masted vessels; with two ships of the line and frigates, directed against our fleet. All his Majesty's ships and frigates have been delivered from the attack of the fire-ships by slipping their cables."

This report ends with complaints of the ships crews; a circumstance which proves the wretched state of French naval discipline.

"The Marine Prefect," observes the *Moniteur*, "has since given notice, that three ships of the line, and one armed *en flute*, were stranded and could not be brought off, and were set fire to after the crews had been landed. The enemy were making arrangements for a fresh attack by the next flood, with bombs and fire-ships, but with remarkable tardiness, and they had not been able to prevent the squadron from repairing their damage."

The *Moniteur* concludes with a declamation against the use of fire-ships.

It is deeply to be regretted, that an enterprize, so glorious and so important, should have been in any respect, the cause of dissension amongst our gallant naval defenders. Unfortunately, however, the appointment of Lord Cochrane to conduct the service, gave rise to a quarrel between Lord Gambier, (the Commander in Chief) and Admiral Harvey, which terminated in the trial and dismissal of the latter; and, ultimately, led to the trial of Lord Gambier, himself, at the instigation of Lord Cochrane. The nature and cause of this quarrel will be fully seen, by the following letter from Lord Gambier, to the Secretary of the Admiralty:—

“ Culloden, Basque Roads; April 4, 1809.

“ SIR,

“ His Majesty’s ship Imperieuse, arrived at this anchorage yesterday, and Lord Cochrane delivered to me your letter, signifying their lordships directions to me to employ him on the service of attempting to destroy the enemy’s fleet by the means of fire-ships, &c. and I beg to assure their lordships, that Lord Cochrane shall have every assistance, with all the means in my power to give him, for the accomplishment of so desirable an object. As the fire-ships may be expected to arrive every moment, I immediately communicated to the different ships (through the medium of the Admirals of the division, to the respective captains) the projected intention of destroying the enemy’s fleet, and directed them to furnish me with the names of such lieutenants as would volunteer to command the fire-ships, which may not be under the direction of an officer, of the rank of Commander; and also, that a

certain number of volunteer seamen, sufficient to man the fire-vessels (or for any other service) should be kept in readiness; at the same time I held out to the officers and men (volunteers) encouragement of reward by their lordships to such as distinguish themselves on this occasion. Upon this Rear-Admiral Harvey came on board the *Caledonia*, and stated a number of officers and men on board the *Tonnant*, that were ready volunteers to undertake the service, and that he offered himself to have the direction of executing the service; I informed him that their Lordships' had fixed upon Lord Cochrane for the purpose. On which Rear-Admiral Harvey declared to me, in the most violent and disrespectful manner, and desired me to consider it as an official communication. 'That if he was passed by, and Lord Cochrane, or any other junior officer, appointed in preference, he should immediately desire to strike his flag, and resign his commission.' I informed him I should be sorry he should take such a strong measure, and that the Lords Commissioners of the Admiralty having fixed on Lord Cochrane, and directed me to employ him upon this service, I could not deviate from their Lordships' orders. The Rear-Admiral, upon this, continued his vehement and insulting language to me, and stated how much he had been neglected for his former services, both by myself when holding a seat at their Lordships' Board, as well as by others of their Lordships' predecessors there; that he had not been rewarded for the eminent services he had performed, and after such violent invective, and a continuation of insulting gestures and language, under which I began to assure their lordships I preserved my temper and calmness towards him; he declared that he had dif-

ferred with me in opinion with respect to my conduct in the command of the fleet; that he could impeach me for misconduct and bad management, and concluded by saying, with the same insulting tone and manner, that he would go in the Tonnant, or any old rotten 74, to board the enemy's three decked ship in Aix Roads and bring her out. Here I must observe to their lordships, that in a conversation, a few days ago, with Rear-Admiral Harvey, upon the strong position of the enemy's fleet, he stated it to be his opinion, that any ships that entered that anchorage to attack the enemy, could never return from it. I will not trouble their lordships with any further detail respecting the disrespectful conduct of Rear-Admiral Harvey towards me, but only say, that I never in my life received so much insult to wound my feelings so sharply, as on the present occasion. I must add, however, that I have uniformly shewn the Rear-Admiral that respect and attention to which his rank entitled him; and I can venture to appeal to all the officers under my command, that the service, since I have been in the command of the fleet, has been conducted with the greatest harmony, and the best understanding with the officers their lordships have done me the honour to place under my command, and that I have used all the zeal, attention, and diligence in my power, to discharge my duty with integrity and uprightness.

“ Under these circumstances, and that a consideration that the public service may be impeded, I trust their lordships will see the necessity of taking the most speedy measures of relieving me from the embarrassing situation in which I am placed by the officer, second in command here, treating me in a manner so contemptuous

and insulting, as to amount even to mutiny. Having stated what I have done, I beg you to assure their lordships, that I do it only with a view to vindicate my character, from the unmerited assertions cast upon it by an officer so violently irritated against me as Rear-Admiral Harvey appears to be, and this for an act not my own. If their lordships should not upon this statement think it necessary to order a Court Martial to be held upon Rear-Admiral Harvey for his conduct, I beg it may be considered that I reserve to myself the right of making an application for that purpose.

“ I have the honour to be, Sir,

“ Your most obedient humble servant,

“ GAMBIER.”

In consequence of the above, and another letter somewhat similar, Admiral Harvey was brought to a Court Martial, on board the *Gladiator*, in Portsmouth Harbour, on the 22d of May; and, the allegations of Lord Gambier having been fully made out, the Court found itself under the painful necessity of passing a sentence of dismissal on the prisoner.

At the close of the evidence for the prosecution, the Court adjourned till the following day; when Admiral Harvey, whose situation was lamented by almost every officer and seaman in the service, submitted the following candid and modest defence, which was read by Mr. Gretham, the Deputy Judge Advocate:—

“ Mr. President and Gentlemen,

I thank the Court for adjourning to this day. The interval of time has given you an opportunity of perusing the evidence, that has been adduced; and I

trust, of discovering that it falls short of proving the charges that have been exhibited against me. I should however, not be acting a fair and candid part, were I to deny that a conduct, which I cannot justify, has been exhibited against me, and I now offer my most humble apology to the Court for it. For the offence that I have given the Commander-in-Chief, his lordship has proved that I have already offered an apology that was satisfactory to his feelings. The Court will not fail to recollect, that although I have spoken of the Commander-in-Chief in terms which I am extremely sorry for having used, I did not speak with that publicity that is stated in the charge against me. I spoke only to persons of rank and station in the fleet, on whose minds my words could have no injurious effect; what I said, is not found to have been disseminated among the inferior orders of the navy. No seaman or petty officer has been called, whoever heard any of the language complained of. It will also occur to you, that all the intemperate expressions used by me, are proved to have been used about the same time, when I was in a state of great irritation, in consequence of my offer to attack the French fleet being passed over without the least acknowledgement of its having been made. Excess of zeal, and impatience of restraint, where an opportunity of enterprize presents itself; although faults, are such as the most eminent naval commanders have not been free from, and the effects of these are all that can be found blameable in my conduct. It never was my intention to thwart any superior officer; on the contrary, my whole life has been, and shall continue to be, entire submission to their commands.

“ To many of the gentlemen of this Court I have :

the honour to be known; to them I appeal for my former character.

"I shall also beg leave to desire, that two letters from most distinguished persons, under whom I have had the honour to serve, may be read.

"The manner in which my services have been estimated by them, will, I am sure, have its due effect on the judgment which the Court is called upon to pronounce upon me."

"Euryalus, Oct. 28, 1805.

"MY DEAR SIR,

"I congratulate you most sincerely on the victory his Majesty's fleet has obtained over the enemy, and on the noble and distinguished part the *Temeraire* took in the battle: nothing could be finer; I have not words in which I can sufficiently express my admiration of it. I hope to hear you are unhurt, and pray send me your report of killed and wounded, with the officers' names who fell in the action, and the state of your own ship, whether you can get her in a state to meet *Gravina*, should he again attempt any thing. I am, dear Sir, with great esteem,

"Your faithful humble servant,

CUTHBERT COLLINGWOOD."

"Captain E. Harvey, Temeraire."

"Mortimer Street, April 22, 1807.

"SIR,

"I cannot retire from the command of the Channel fleet, without expressing the high sense I entertain of the ability, zeal, and perseverance, displayed by you

in the command of a detached squadron, during an unexampled long cruise off the North coast of Spain, and assuring you of the esteem and regard with which I have the honour to be,

“ Sir, your most obedient humble servant,

“ ST. VINCENT.”

“ *Rear-Admiral Harvey, &c.*”

The Admiral then withdrew with his counsel, Mr. Sergeant Best, and the Court was cleared of strangers, for the purpose of deliberating on the evidence, in which they were occupied a considerable length of time. At length strangers were re-admitted, when the Rear-Admiral taking his station, on the left-hand of the Deputy Judge Advocate, the gentlemen pronounced the following sentence :

“ The Court having heard and deliberated upon the evidence which has been adduced in support of the charges exhibited against Rear-Admiral Eliab Harvey, and having heard what he has alledged in his defence, are of opinion that the charges of vehement and insulting language to the Right Honourable Lord Gambier, and of having otherwise shewn great disrespect to him as Commander-in-chief, on board his Majesty's ship the *Caledonia*, and of having spoken of his Lordship to several officers in a disrespectful manner, have been proved : and the Court doth therefore adjudge the said Rear-Admiral Eliab Harvey TO BE DISMISSED HIS MAJESTY'S SERVICE; and he is dismissed accordingly.”

Respecting the destruction of the French fleet in Basque Roads, so admirably effected by Lord Cochrane,

we have already expressed our opinion. Howsoever reprehensible Lord Gambier might have been, in not himself attacking the enemy; or howsoever injudicious or improper it might be in the Admiralty Board, to select a junior officer, one who even had not previously been attached to the Channel fleet, for so important an attempt, passing over many veterans in the service, no censure can possibly alight upon Lord Cochrane. To him all praise is due. If we are to accredit his own statement, as given in evidence by Sir H. B. Neale, on the trial of Admiral Harvey, it is not even to be imputed to him that he solicited the appointment. In a conversation which took place between Admiral Harvey and Lord Cochrane, on the arrival of the latter in the Channel fleet, respecting the intended attack, Sir H. B. Neale represents his lordship to have expressed himself to the following effect:—"I assure you I did not seek it; I went to town; and in a conversation, either with Lord Mulgrave or the Board of Admiralty, it was mentioned to me that the expedition was composed of bombs and fire-ships for the purpose of destroying the French fleet in the Isle of Aix. I answered that it was a service very easy to be executed. I was asked if I would undertake it. I answered, "Yes."

Lord Cochrane was so exceedingly dissatisfied with the part which Lord Gambier had borne in this enterprise, that, when one of his Majesty's Ministers communicated to him their intention of moving for the thanks of Parliament to the Commander-in-Chief, Lord Cochrane answered; that, if no other person should oppose the motion, he would rise in his place for that purpose. On being asked, on what ground, his reply was, "The log-book of the *Caledonia*;" alluding to.

the proofs which, he conceived, must there appear, of the delay which had taken place, in the operations of the fleet, subsequently to the display of his signal, that seven of the enemy's ships were on shore, and might be destroyed.

The result of this was, that Lord Gambier solicited, and obtained a Court Martial; but in consequence of the engagement of the expedition against the Schelt, of which we shall presently have occasion to speak, the trial of his Lordship did not commence till Wednesday the 26th of July. On that day the Court Martial assembled on board the *Gladiator* in Portsmouth harbour; Admiral Sir Roger Curtis, Bart. President. The general charge against his Lordship, as stated in the order for assembling the court was, that on the 12th of April, the enemy's ships being then on shore, and the signal having been made that they could be destroyed, he did for a considerable time neglect or delay taking effectual measures for destroying them. The object of the court was also to enquire into the whole conduct of Lord Gambier, as commander-in-chief, between the 17th of March and the 29th of April. After several official documents had been put in and read, a chart of the Isle of Aix was produced. The log books of several ships of the squadron were also produced, and their contents verified. Mr. Spurling, the master of the *Imperieuse* (Lord Cochrane's ship) underwent a cross examination of considerable length, the objects of which seemed to be, to prove that the witness bad, since the action, made certain alterations in the log-book of the *Imperieuse*, conformable to what appeared on the log-book of the *Indefatigable*; and that those alterations had been made by the order, and with the

knowledge of Lord Cochrane. These insinuations, however, were satisfactorily refuted.

Lord Cochrane was examined at great length. His evidence went generally to prove, that Lord Gambier had been guilty of great delay, at the time specified; that the station which he chose, though a good one for observation, was not proper for an attack; and that, had Lord Gambier complied with Lord Cochrane's signal at the proper time, half the fleet, or even two ships would have been sufficient to effect the complete destruction of the seven French ships which were on shore. The main points of his evidence were as follows:—

Q. Was your Lordship intrusted by Lord Gambier with the conduct of the fire ships in the attack of the enemy in Basque Roads?—

A. I was.

Q. What was the strength of the enemy's fleet at that time, how moored, and how protected by the works on the Isle of Aix, and shoals near the harbour?

A. The enemy's fleet appeared to contain nine sail of the regular line, besides one ship of three decks, and the Calcutta of 50 guns, and four frigates; and another large vessel, I don't know what she was; she might be a store ship. They appeared to be moored as near as I can judge, N. and S. or nearly so. I thought at first they inclined considerably more to N. E. and S. W. They were defended by their own cannon, and by a strong position. They were flanked towards the N. by thirteen cannon in the Isle of Aix, besides the mortars in that island. The frigates were stationed to the S. E. of them, apparently for the pur-

pose of flanking the island on the other side of them, and as the protection against boats or fire vessels. Between Aix and the Buoyart, I do not know of any shoal. The water is not steep at Aix, but shelves gradually off towards the harbour. To the best of my judgment the enemy's squadron were eight or nine miles off, between the time of my arrival and the morning of the 12th. I believe the British squadron unmoored that night. The position chosen by the commander-in-chief was a very good position for blockading the enemy, and for observing any material movement of their squadron: but the destruction of the enemy could not be effected while in that position by the ships there placed. The wind was not the same in the evening, as it was in the morning. At 8 o'clock P. M. of the 11th, the wind must have been about due N. I believe. The tide at the same hour began to run towards the S. E.—The strength of the British squadron was eleven sail of the line, besides nine frigates and one bomb.

Q. Did it appear to your Lordship that the Admiral made every arrangement for preparing and sending the fire ships against the enemy?

A. Every possible assistance, as well as Admiral Stopford, and the Captains of the fleet.—The frigates and other smaller vessels were very judiciously placed for affording every assistance.

Q. It appearing by the signal log of the *Caledonia* that your Lordship had by signal acquainted Lord Gambier that seven of the enemy's ships were on shore, and might be destroyed, was it your Lordship's opinion at the time of the first signal, that it would have been expedient for the commander-in-chief to have sent in half or any number of his ships, &c. and if so, was

there a probability, that such ships could have got out again in safety?

A. I did make the signal. The Imperieuse being the nearest ship placed by his Lordship for the guidance of the fire-ships, and having had the charge of these vessels, I thought it proper to communicate to his Lordship the state in which they appeared to me to be, which I did by the signals mentioned. It is my opinion that a much smaller force than half the fleet would have been sufficient. The signal was directed by the Caledonia to be repeated. I ordered the signal to be made that two sail of the line were enough, which I have since understood was not made, but that the officer repeated the previous signal. The fact was, that he thought it would be an insult to make that signal, and therefore repeated the previous signal, leaving it to the discretion of the commander in chief to send what force he thought proper. From the time that the first signal was made, in the morning, until eight o'clock, it was ebb tide; the tide was going windward; at eight o'clock it was low water. There is an anchorage for at least six sail of the line at any time, clear of shot and shells. The Imperieuse passed in going in close to the Buoy-art. It was then nearly high water, at half past one in the day; coming out, it was also high water; in both of these courses there was sufficient depth of water for vessels of any size. The impression upon my mind is, that there is water enough at any time; but having been there only at high tide, I cannot swear to that. Provided the tide does not rise and fall more than twelve feet, there is; and this is mentioned in a French chart, now in court. I think the ships could have got safe out as the others did afterwards. It was in the

height of spring, and there was five fathoms and a quarter under our bottom, and from five to six fathoms for a distance round about us, sufficient for six sail of the line. The bearings of this place are correctly noted in the log, which I hold in my hand.

Q. Did the commander in chief, in consequence of the signals, afterwards weigh with the large ships, and at what time come to anchor off the Isle of Aix.

A. He weighed I think at 11 o'clock, and anchored about half an hour afterwards, having both wind and tide in his favour.

Q. Was the position then taken, the most advantageous for carrying into effect the object of the signals made by his Lordship; and might that position have been taken at an earlier period with advantage to the service?

A. It was a good position to observe the enemy; but it was not a position for attack. That position might have been taken at day-light, when an attack might have been made with advantage to the service.

Q. It appearing by the log-books of the Imperieuse, that you having previously sent in a man to take soundings, you weighed at half past eleven A. M. on the 12th of April, and ran into the harbour, in company with the Etna bomb and a gun brig. The enemy making sail up the Charente, and at two P. M. anchored, and shortly after came to close action with the Ville de Varsovie, did you weigh and advance to the enemy by signal from the commander in chief, or did you do so with order by signal or otherwise?

A. I think it necessary, if I am permitted to read, as an answer to this question, some remarks, which I threw together in consequence of a letter I received

from the Secretary to the Admiralty, stating to me that a Court Martial was to take place.

[This Lord Cochrane was not permitted to do, and the question was repeated.]

A. I did so, in compliance with what I considered the spirit of the orders I received; the doing of it was my own act. The entry in the log of the *Imperieuse*, that I weighed at half past eleven A. M. on the 12th of April is not correct, as will probably appear by the log-books of the fleet; I weighed at one o'clock. The *Etna* bomb rather preceded me

Q. It appears also by the logs before the court, that you made signals of distress of your ship; and did any, and what ships come by signal to your relief from the commander in chief; and was there any unnecessary delay in that respect?

A. I enquired by hailing, what attack was intended to be made on the enemy. The commander replied, he was ordered to bombard them. I directed him to go close, and that we should protect him: it was then one o'clock; the French three-decker swung upon her hawsers, and the last of their ships began to move. I had the charge of the fire-ships, they had failed in their expected purpose: I knew what the tongue of scandal was capable of, and though I admit that the feelings of my Lord Gambier, for the honour and interest of his country were, and are, as strong as my own, yet personal considerations were not enough. The expectations of my country, the hopes of the Admiralty, and my own prospects were about to vanish. I weighed anchor and ran in, and went beyond the possibility of returning. I ordered sail to be made after the sternmost ships of the enemy, and standing in, I made the

signal that the chase was superior to the chasing ships, because the *Ville de Varsovie* and *Calcutta* were both afloat, and immediately afterwards made signal that we wanted assistance, which signal was absurdly coupled with the words "being in distress." When we got up to the Buoyart, we opened our fire upon the *Calcutta*, and the *Ville de Varsovie*. The *Calcutta* was broad-side on; the *Ville de Varsovie* lay stern towards us, she being under sail, and *l'Aquilon* was in the same position; the latter did not fire for a long time; they were employed in clearing their stern, to get guns out. When we anchored, it was about two o'clock. Some brigs had anchored as marked in the chart, for the protection of the bomb, and were firing, but too far off to be of any use. I made the signal for these to close; but as there is no flags to express brigs only, without frigates or larger vessels, most of which were commanded by my seniors, I explained so far as lay within my means that this signal was intended for them, by firing upon them from the main deck; for the quarter deck shot, which I elevated myself did not reach them. The signal, I was afterwards informed, gave considerable offence, and so soon as I learnt this from Sir Harry Neale, I declared to my Lord Gambier, that it was not my intention in the slightest degree to hurt his Lordship's feelings; I had then no time to express, by a tedious telegraphic communication, what I meant to convey. We were all busily employed, when it was reported to me that several sail of the line and frigates were coming to our assistance. I don't remember the first ships that came down, but the *Revenge*, I believe was the first line of battle ship. About three, several ships came within hail; I hailed them to anchor, or they

would ground, we having taken our birth on the head of the shore. It was then falling tide; several that anchored opened their fire upon all the ships that were within reach, to wit, the *Ville de Varsovie*, *Aquilon* and *Calcutta*. I made the signal that the *Calcutta* had struck, and sent a boat to inform those who were firing at her, that our boat was then on board of her. Upon which the *Indefatigable* and one other turned their fire upon the *Ville de Varsovie* and *Aquilon*. I ordered my people to cease firing; there were then ships enough to destroy the enemy without the *Impérieuse*. Our people were much fatigued, and therefore rested themselves, with the exception of those stationed to repair the rigging. The other ships continued to fire on the *Ville de Varsovie* and *Aquilon* till they struck. The French were deserting several of their ships, with every boat that belonged to them, and pulling and sailing for the Rochefort river. An attempt was intended to have been made to burn the *Ocean*. Captain Bligh volunteered his services. Capt. Maitland regretted that on account of Captain Bligh's previously having undertaken it, he was denied that opportunity to distinguish himself. I was too much fatigued to undertake it myself. I could scarcely stand from great exertion; they were not so much fatigued. The reason why it was not done, I only learnt since seeing the public dispatch in the papers. As the French had taken their boats to land their people, they were all on shore that night and the next morning, there were two or three chasse mares in their stead, lightening the enemy's ships, by receiving various articles on board. There was no delay whatever, to the best of my belief, after the signal of assistance was made, upon the part

of my Lord Gambier, in ordering vessels to our assistance ; but had the attack been made in the morning, when the tide was falling, until past eight o'clock, and the enemy's ships were all, with the exception of two, fast aground, the three-decker and two others, as shewn in the chart, lying close together towards the windward, with their masts and yards apparently locked. It is my opinion, that after the hour of half past eleven, when the enemy's two ships had remained at anchor until the British fleet weighed, that the frigates alone, assisted by the smaller vessels might have destroyed the whole of the above mentioned ships, the rear of which afterwards attacked.

“ When I arrived,” said his Lordship, at the close of his examination, “ at the outer anchorage, I mentioned to Lord Gambier, that as there could be no jealousy with respect to Admiral Stopford, that it would be a matter essential to the service to send the Admiral in with the frigates and other vessels, which ever his Lordship thought best, as his zeal for the service would accomplish what I consider yet more creditable than any thing that had yet been done ; I apologized for the freedom which I used with his Lordship, and stated that I took that liberty as a friend, for it would be impossible, things remaining as they were, to prevent a noise being made about it in England. I said, “ my Lord, you desired me to speak candidly to you, and I have used that freedom, I have no wish or desire but for the service of our country :”—to which his Lordship replied, that if I threw blame, it would appear as arrogantly claiming all the merit to myself. I assured his Lordship I had no such intention, and mentioned, at the same time, that it was not my design to carry dispatches.

or to go to London with Sir Harry Neale upon the occasion. His Lordship immediately after delivered to me an order directing the above. When I weighed I had had the satisfaction of hearing that the signal had been made for Admiral Stopford, but whether to execute the above purpose by the frigates, or other means, I do not know."

The trial of Lord Gambier lasted nine days, on the fifth of which, his defence, of which the following are the more prominent passages, was read by the Judge-Advocate:—

"The proceedings of the court will shew, whether any misconduct has existed in the execution of the service under consideration: if any has existed, of which I am perfectly unconscious, it is right that the nation should know it; not as resting on the unsupported opinion of an individual, but on the unprejudiced judgment of this tribunal. I was prepared when I first came before you, with what appeared to me a complete justification of my conduct and proceedings as commander in chief of the channel fleet, employed in Basque Roads, between the 17th of March and the 29th of April last, to which your inquiry is directed; but I could not be aware of the oral testimony that was brought forward in support of the charge which their Lordships have, at the instance of Lord Cochrane, been induced to make against me, namely, that on the 12th of April, the enemy's ships being then on shore, and the signal having been made that they could be destroyed, I did for a considerable time neglect or delay, taking effectual measures for destroying them. I was ready to admit, that from the time of my observing, on the morning of the 12th, the situation of the

enemy, communicated to me also by signal from the Imperieuse, some time did elapse before the enemy's ships were attacked; but I was prepared to prove, most incontrovertibly, that no neglect or unnecessary delay took place in effecting the destruction of those ships; and I have now the satisfaction to find, that out of all the officers of the fleet summoned on the trial, the charge rests on the unsupported, and I may say already refuted, testimony of the captain of the Imperieuse.

"I believe there is not a precedent to be found in the naval annals of Great Britain, of an officer of the rank I have the honour to hold, commanding a fleet which has performed so important a service as that accomplished under my direction—approved as that service has been, by the Board of Admiralty, and considered by his Majesty's government as deserving the thanks of both Houses of Parliament, being obliged, from a sense of what is due to his own character and honour, as well as the profession to which he belongs, to appeal to a naval tribunal, against the loose, indirect accusations of an officer so much his inferior in rank. I am warranted in saying, that the execution of this service was approved by the Board of Admiralty; because in a letter from their Lordships' Secretary, dated April 22, acknowledging the receipt of my public dispatches on the occasion, he says, he is commanded by their Lordships to congratulate me on the brilliant success of the force under my command, in the attack of the enemy's ships in Isle d'Aix Roads, by fire-vessels, and subsequently by detachments from my fleet, which terminated in the capture and destruction of four of the enemy's ships, and to signify their Lordships' directions to me, to express their approbation of the great exertions of Rear Admiral Stopford, Sir H.

Neale, and the several other officers mentioned by me as having been most actively employed, and having particularly distinguished themselves upon this important service. Lord Cochrane, however, warned the Noble Lord at the head of the Admiralty, that if this measure were attempted, he should, if standing alone, oppose it so far as regarded the Commander in Chief, thus without specifically objecting to the thanks being given for the service performed, directing his hostility personally at me, and making his attack as publicly, though not so fairly, as if he had at once exhibited formal charges.

“ Lord Cochrane, as a Member of Parliament, may most assuredly support or oppose public measures, as he shall think proper. In the present proceedings, however, he stands in the situation only of an officer serving under my command, as appears by the following letter to me from the First Lord of the Admiralty :—

[This letter, dated May 29, states the suspension of the motion for the vote of thanks, in consequence of Lord Cochrane’s objection; and that it had been found expedient to call upon Lord Cochrane to state his grounds of objection.]

“ Whether Lord Cochrane supposed he might with impunity endeavour to lower me in the opinion of my country and my Sovereign, signal marks of whose favour had at this instant been exclusively conferred upon himself—whether his Lordship thought he could exalt his own reputation at the expence of mine,—and whether he expected that his threat would intimidate me to silence, I know not. But if these were his ideas, I assure myself the result will appear to him that they

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were founded in error ; for I will never permit any man to proceed as Lord Cochrane has done, without availing myself of the means which the laws of my country afford, to shew the futility and injustice of such an attack. By the letter of the Secretary of the Admiralty to Lord Cochrane, after making his undefined accusation against his Admiral, he excuses himself from explanation by a general reference to the log and signal books of the fleet, without knowing, if I may judge from the imperfect state of his own log, what that general reference might produce. Therefore, because he does not accord with me in opinion, Lord Cochrane, whose extent of responsibility has, perhaps, never exceeded the charge of a single ship, and to whom in judgment I will not reduce my experience to a comparison, becomes my accuser ; whilst, from my situation, I am responsible for every act of my fleet, and for the fate of every ship composing it. I am so confident, and I hope it is already evident to the Court, that Lord Cochrane has no cause whatever for accusing me of any dereliction of duty, that it might almost be supposed something had occurred in my personal conduct towards his Lordship which had afforded him grounds of dissatisfaction. The contrary, however, is the fact. More liberality could not have been shewn than Lord Cochrane received at my hands ; and although a considerable degree of disappointment was manifested throughout the fleet on his arrival to conduct the service to be performed by fire-vessels, yet every officer in the fleet rendered him the most steady assistance, not only in valuable suggestions, the entire credit of which seems to have been assumed by his Lordship, but by every other means that zeal and courage could afford. Lord

Cochrane, on presenting himself to me after the action, was general in complaint of the officers who commanded the otherships engaged, at the same time with himself, in the attack of the enemy; but having equal means with his Lordship of judging of the conduct of those officers, I do aver that it was highly meritorious. At the time Lord Cochrane made this general complaint, I had not the smallest suspicion that there existed in his mind those sentiments of disapprobation of my conduct, which, by his proceedings since his return home, I am to suppose he then entertained. It would, in such case, have been liberal, and I think also his duty, to have communicated to me to that effect. I should then have been enabled to have guarded in some measure against his attack upon my character, on his arrival in England. I scarcely need observe in this Court, that however highly courage is to be valued in an officer, it is always incomplete in its consequences without the equal exercise of judgment and discretion; it being the duty of a Commander not only to destroy his enemy, but to accomplish that destruction with the least possible loss on his part: and I submit to the Court, whether there ever was a service which, under all circumstances, more required the exercise of those qualities than the one in question. The effect produced exceeded my most sanguine expectations: and I believe the expectations of the whole fleet. The points under the consideration of the Court appear to be the following: Whether the lapse of time between the discovery in the morning of the enemy's ships being on shore, and the attack, was not, under all circumstances, absolutely necessary for the advantageous accomplishment of the intended service;—whether it was not my

duty as Commander-in-Chief, to be governed by a general view of the whole of those circumstances, rather than yield to the suggestions of one, and that a very junior officer;—and whether an earlier attack would have been attended with greater advantages;—in short, was there not accomplished, at the time the attack was made, all that could at any time have been effected. It is in support of these propositions, I undertake to shew, as indeed is already in evidence before you, that had I not delayed sending in the ships to the attack until the time I did, the loss of ships and of the lives of valuable seamen would, in the opinion of all the officers of the fleet, have amounted to a large proportion of the force so employed. And yet, it seems, that I am now represented as deserving of censure, for having prevented that wanton destruction; but I am satisfied the Court will, by the result of their investigation, find, that not a single additional ship of the enemy would have been destroyed by a more early adoption of those measures which it is imputed to me I delayed or neglected.”

“ The squadron under my command, including the advanced frigates, had been driven from their station off Brest, by the continued prevalence of tempestuous westerly winds; it was on my return off that port, on the 22d of February, that I ascertained the escape of the French fleet; I had no information of the time when the enemy escaped from their port, or of the course they had taken, consequently had no grounds upon which I could exercise any discretion. This reduced me to the unavoidable necessity of following my orders, which, in such an event, distinctly directed me to detach the senior flag officer, with such force as I

might conclude was equal to the enemy: and to return myself to Cawsand Bay for further orders. I accordingly detached Sir John Duckworth, with eight sail of the line and a frigate, in pursuit of the French fleet, on the ^{Y. 10. 23.}course pointed out in their Lordships' orders before referred to, which left me with the *Caledonia* alone, in the mortifying situation of being obliged to return to port. I refer back to this event, in order to shew why the *Caledonia*, bearing my flag, became detached from the fleet. In proceeding to Cawsand Bay, the *Naiade* joined me off Falmouth, when Captain Dundas informed me, that the enemy's fleet from Brest, consisting of eight sail of the line and two frigates, had entered Basque Roads, on the 24th of February, where they had been reinforced by the four sail of the line and two frigates, previously lying in the Aix Roads. This communication being made to the Admiralty, I received orders from their Lordships, on the 3d of March, to put to sea with the *Caledonia*, *Tomant*, *Illustrious*, *Resolution*, and *Bellona*, together with any frigates and smaller vessels under my command, that might be ready for sea at Plymouth, to form a junction with Rear-Admiral Stopford, commanding his Majesty's squadron off Rochfort. On my arrival of Rochfort on the seventh of March, I found that Rear-Admiral Stopford, with the *Cæsar*, *Defiance*, *Donegal*, and four frigates, had, in the course of the 24th of February, been joined by Captain Beresford, with the *Theseus*, *Triumph*, *Valiant*, *Revenge*, and one frigate, and shortly after by the *Hero*; and that the French fleet had moved from Basque into Aix Roads, and taken anchorage there with eleven sail of the line and four frigates. In consequence of the intricacy of the navigation, one of their

ships was totally wrecked. Judging that the occupation of Basque Roads by the fleet under my command would be most effectual, either for blockading the enemy, or for carrying on offensive operations, should they prove practicable. I immediately ordered some of the masters of the fleet to proceed in, and to take every advantage of weather, in sounding and surveying the anchorage, in order to ascertain the part most advisable to be occupied by a fleet of the magnitude of that under my orders."

"On the 17th of March the fleet anchored in Basque Roads, and was moored in a line, as directed by the general order. The enemy's ships lay at the distance of about six miles, in compact lines, and the most distant ship of each line within point blank range of the batteries on the Isle of Aix, with their frigates advanced towards the entrance of Aix Roads. This compact position of the enemy was evidently taken to avoid the shoals around the anchorage. The nearer and more distinct view I now obtained of the enemy's position, confirmed me in my opinion of the impracticability of a successful attack upon their ships by the fleet. I was also satisfied, that the only way of attacking the enemy was by means of fire-ships; which I suggested in my letter to the first Lord of the Admiralty, written four days after my arrival at Rochfort.—This letter was received by his Lordship on the 19th March, who indeed had anticipated my sentiments, as appears by the following letter from their Lordships' Secretary.—

[Most secret.]

“ Admiralty-Office, March 19, 1809.

“ MY LORD,

“ I am commanded by my Lords Commissioners of the Admiralty to acquaint your Lordship, that they have ordered twelve transports to be fitted as fire-ships, and to proceed and join you off Rochfort; and that Mr. Congreve is also under orders to proceed to your Lordship in a coppered transport, (the Cleveland), containing a large assortment of rockets, and supplied with a detachment of marine artillery instructed in the use of them, and placed under Mr. Congreve's orders. That the bomb vessels, named in the margin (Etna, Thunder, Vesuvius, Hound, and Fury) are likewise under orders to fit for sea with all possible expedition, and to join you as they may be ready. That all these preparations are making with a view to enable your Lordship to make an attack on the French fleet at their anchorage, off Isle d'Aix, if practicable; and I am further commanded to signify their Lordships' direction to you, to take into consideration, the possibility of making an attack upon the enemy, either conjointly with your line-of-battle ships, frigates, and small craft, fire-ships, bombs, and rockets; or separately by any of the above-named means.

“ You are to man the fire-ships with volunteers from the fleet, intrusting the said ships in charge of officers of the rank of Commander, who may happen to be present, and shall volunteer their services on this occasion. But as it is not likely there will be officers sufficient of that rank to command all the fire-ships, you are to make up the deficiency by such Lieutenants of the line-of-battle ships as shall volunteer

their services, giving the preference to the First Lieutenants; and when the said fire-vessels are manned by volunteers from the fleet, you are to cause their original crews to be received on board the ships of your fleet. And in the event of the said fire-ships being destroyed, you are to send home the said men, in order to their being discharged, furnishing them with such certificates, or protections, as shall secure them from being impressed into his Majesty's service. You are also to hold out to the volunteers, and the officers to whom the command of the fire-ships may be intrusted, every expectation of reward in the event of success.

" It is their Lordships' further direction that you state to me for their information, whether any further augmentation of force of any description is, in your opinion, necessary to enable you to perform this service with full effect; that it may be prepared and forwarded to you without a moment's delay; their Lordships having come to a determination to leave no means untried to destroy the enemy's squadron.

In order to give your Lordship every information on this important subject, my Lords have directed me to inclose to you a copy of a paper, drawn up by Sir Richard Keats, in 1807, proposing a mode attacking an enemy's squadron under Isle d'Aix.

" I have the honour to be, my Lord,

" Your Lordship's most obedient humble servant,

" W. W. POLK.

" Admiral Lord Gambier, off Rochefort.

" P. S. The fire-ships are expected to sail from the Downs to-morrow, and the rocket-ship from the Nore about the same time.

in lieu of the six expected from Plymouth, that they might be ready to act with the twelve from Woolwich, immediately upon their arrival. These, with the Mediator, were accordingly fitted by means of rosin and tar, fortunately found on board some chasse marsez, recently captured, and other combustible materials furnished by the fleet. This service was performed under the immediate superintendence of the Captains of the line-of-battle ships, who evinced the most unremitting activity upon the occasion. Upon the 10th of April, at half-past four P.M. the Bangle arrived, with the twelve fire-ships from England. When I issued orders to the Commanders of sloops and first Lieutenants of line-of-battle ships which I had prepared, it was found altogether impracticable to proceed to the attack on the night of the 10th, though much pressed by Lord Cochrane, and it may be considered a most fortunate circumstance that the attempt was deferred; for it appears by a general order found on board one of the enemy's ships, and now delivered into Court, that the French, to protect their fleet from attack, had equipped 73 launches, and other boats, in five divisions, to guard it from surprise during the night, and to tow off our fire-ships on their approach; and the tranquillity of the 10th would have afforded the enemy full opportunity of availing themselves of this protection; but of this they were deprived, by the very blowing weather on the subsequent night, when the fire-ships were sent in. I have here to notice, that some days previous to the attack, I had, to deceive the enemy, adopted the precaution of ordering out of the Roads vessels of every description, that were not to be engaged in the intended operations.

"To assist and support the fire-ships, the following disposition was made of the whole force, in frigates and small vessels:

"The Unicorn, Eagle, and Pallas, I directed to take a station near the Buoyart shoal, for the purpose of receiving the crews of the fire-ships on their return from the enterprise, to support the boats of the fleet which were to accompany the fire-ships, and likewise to give assistance to the Imperieuse, which ship was somewhat farther advanced. The Whiting schooner, and the King George and Nimrod cutters, were fitted for throwing rockets, and were also directed to take a station near the shore. The Indefatigable and Foxhound sloops, and Etna bomb, being the only bomb-vessel that had then arrived, were ordered to place themselves as near the fort on the Isle of Aix as possible, the two former to protect the bomb, while she threw shells into the fort.

"The Emerald, Dotterell, Beagle, Insolent, Conflict, and Growler gun brigs, were stationed to make a diversion at the east end of the Isle of Aix; the Red-pole and Lyra I directed to be anchored, one near the Isle of Aix, and the other near the Buoyart, with lights hoisted, and properly screened from the enemy's view, to guide the fire-ships in their course to the attack. Thirteen explosion vessels, which had been proposed and prepared by Lord Cochrane, were under his Lordship's immediate direction to precede the fire-ships in the attack. Their explosion was to point out a proper time for the officers commanding the fire-ships to set fire to their respective vessels; and to intimidate and prevent the enemy from towing off the fire-ships, the

about the same distance from the Caledonia, made the signal to me by telegraph, that "seven of the enemy's ships were on shore, and that half the fleet could destroy them."

"The actual situation of the French fleet, at that time, was this: seven of their ships were on shore on the Palais, two escaped into the Charante, and two lay at their original anchorage, or a very little removed from it, with their broadsides bearing upon any thing that might approach to attack the ships on shore. I ordered the fleet to be unmoored immediately; the wind was at N.W. and the last quarter ebb, and much too far spent to admit of a force being sent in so as to effect any thing with the possibility of returning in case of disaster, before the making of the flood, which would effectually have locked up our ships within the enemy's confined anchorage, during the whole of that tide. Here they would have been exposed not only to the point blank shot from the batteries, but also to the broadsides of the above-mentioned two line-of-battle ships then lying in Aix Road, and which even without assistance from the batteries, must have entirely crippled every one of our ships in their approach through so narrow a channel; besides which some of the grounded ships were sufficiently upright, and so situated as to enable them to bring their guns to bear upon the entrance. — I would here submit to the Court whether the idea which appears to have been entertained by Lord Cochrane, that a force could have been sent in so as to have arrived before low water in the morning, was not in itself preposterous and impracticable. Upon the fullest consideration that no possible attempt could be made

until the tide had flowed for some time, unless a previous change of wind should take place, all I had to do was to make every preparation for the attack on the enemy's grounded ships. Accordingly I made the signal for the fleet to weigh, and the Rear-Admiral and Captains being assembled on board the *Caledonia*, I gave orders to the Commander of the *Etna*, the only bomb present, to proceed, as soon as the tide would permit that vessel to approach near enough, to bombard the enemy's ships. I at the same time ordered the *Insolent*, *Conflict*, and *Growler*, gun-brigs, to accompany her, and directed the Captains of the *Vatiant*, *Bellona*, and *Revenge*, with the frigates, to take an advanced anchorage as near as possible to the Buoyart shoal, to be in readiness to proceed to the attack as soon as the water had sufficiently flowed to enable them to do so.—At between nine and ten A. M. which was much before the flood, was sufficiently made to commence effective operations, the fleet ran in and came to an anchor about three miles distant from the enemy's fortress of Aix; the three ships before mentioned, with the frigates, anchored about a mile nearer to the Buoyart, but the bomb and brigs, did not come to. As the flood tide made, three of the seven ships which had grounded on the Palais shoal, and were the farthest from us, being lightened, succeeded in warping off, and made for the *Charante*. The two line-of-battle ships, still at their anchorage in the situation before described, took at the same time advantage of the flood, and proceeded likewise towards that river. Most, if not all of these five ships now ran aground at the mouth of the *Charante*, and were never assailable. These movements of the ene-

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my's ships were not, as I submit to the Court, to be prevented by any means that I could adopt with the smallest chance of success, and without his Majesty's ships being put to the most unwarrantable peril, and when as Rear-Admiral Stopford has in his evidence, on the part of the prosecution, most emphatically described, "Our's would have been all the loss, and the enemy's all the advantage." The wind blew directly in, so that in the event of our ships being crippled, while the flood tide was running, which appeared inevitable, it would have been impossible for them to have worked out, or to have retreated to an anchorage out of the reach of the enemy's shot and shells, the consequence of which could scarcely have been less than their utter destruction.—These serious impediments induced me to delay the attack until the latter part of the flood, in order to give any ships which might be disabled on their approach, a chance of returning by means of the tide.—Had the wind been favourable for sailing both in and out, or even the latter only, there could have been no doubt that the sooner the enemy's ships were attacked the better; and I think the Court will allow that I am completely borne out in what I have stated, by the sentiments which it will be proved, were expressed to me by Lord Cochrane, when he came on board the *Caledonia* after the action, that had I acted upon his signal, and sent in at that time half the fleet, he calculated upon the loss of three or four of his Majesty's line-of-battle ships; and I have moreover to observe, that if, in defiance of the obstruction of the other ships of the enemy, I had sent in a force before the three ships had warped off the Palais Shoal, it is a positive fact that it could not

have advanced to the attack of those three ships, on account of the shoal water. It appears by the log-book of the *Imperieuse* that at 11h. 30m. A. M. she weighed, and ran in, in company with the *Etna* bomb and a gun-brig. The fact is, that the *Etna* passed the *Imperieuse* while at anchor, about one, and that she began the attack some time before the *Imperieuse* arrived up. Half an hour afterwards the *Imperieuse* and *Beagle* followed the *Etna*, and gun-brigs came in to the attack, and between ten minutes before and seven minutes after two, as will be seen by a reference to the log-books upon the table, I ordered the *Indefatigable*, *Unicorn*, *Aigle*, and *Emerald* frigates, with the *Valiant* and *Revenge*, (and the *Pallas*, a few minutes later) to weigh, Captain Bligh, the senior officer, having some hours before received my directions for his proceeding against the enemy. The *Imperieuse* opened her fire at about twenty minutes after two, the *Aigle* at three, and the other ships as soon after as the flowing tide permitted. In consequence of strong North Easterly winds, the flood tide continued running until past three in the afternoon, which Lord Cochrane has not noticed in his evidence. In my letter of the 10th of May to the Admiralty, I could not state these circumstances so minutely as I am now enabled to do by a reference since made to the log-books. At 4h. 10 min. P.M. the enemy's ship *Calcutta*, the *Ville de Varsovie*, and *Aquilon*, an hour after, were taken possession of by the boats of the advanced squadron, and set on fire; as soon as the prisoners were removed. A short time after *Le Tonnerre* was burnt by the enemy. This ship is admitted by the evidence of Lord Cochrane, to have been out of

the reach of our fire; and it is a notorious fact, that the three-decker and the other two ships that got afloat had been aground at some distance beyond Le Tonnere. In this manner the Court will find that the four ships capable of being attacked at the time the signal was made (if the Tonnere may be so considered, of which I doubt), were completely destroyed; the other three of the seven first on shore, never having, as I have already stated, been in a situation to be assailed; and I venture most positively to assert, that the destruction of those ships would not have been effected, if I had not delayed the attack until the time I did. At the close of the afternoon, I judged it advisable to attempt to follow up our success, by an attack upon the five ships, that had escaped to the mouth of the Charante, which I thought it might be possible to effect during the night. I therefore sent Rear-Admiral Stopford in the Cæsar, with the Theseus and the fire-ships, and boats of the fleet, with Mr. Congreve's rockets, and gave the Rear-Admiral discretionary orders to proceed as far as he should judge proper, and for his applying that force as he should think fit, and according as circumstances should render it expedient. Scarcely had the Cæsar reached Aix Roads before she grounded, and lay in a very perilous situation, exposed also to the point blank shot from the batteries. The Rear-Admiral perceiving that nothing could be effected by the line-of-battle ships, all of which had grounded (as had also some of the frigates) and that they lay in imminent danger, and satisfied that if any thing further could be effected towards the destruction of these ships, it could only be by smaller vessels; he therefore very judiciously, before daylight

on the 15th, availed himself of a providential shift of wind, which enabled him, when the line-of-battle ships floated to extricate them from that danger, and to return to Basque Roads. Captain Bligh, of the *Valiant*, also, on his return, reported to me that it was found impracticable to destroy the three-decked ship, and others, which were lying at the entrance of the *Charante*, as the former (which was the outer one), was protected by three lines of boats placed in advance from her. In addition to the incontestible proofs already adduced of the impracticability of effecting any further destruction of the enemy's fleet, I will advert to the high professional character of Rear-Admiral Stopford, and Captains Beresford, Bligh, and Kerr, who cannot for an instant be supposed likely to omit any circumstance that could effect the object for which they were sent by me into Aix Roads; and I am morally certain that they did not withdraw their ships until it was wholly impracticable to annoy the enemy farther, or until it appeared to those officers that the destruction of their own ships would be the certain consequence of their longer continuance in Aix Road.

" Lord Cochrane remained in the Road of Aix during the 13th and 14th, accompanied by the *Pallas* frigate, the sloops and gun-brigs, and *Etna* bomb; but nothing was attempted by the frigates. During the 18th, the *Etna* was employed in throwing shells; the *Whiting* schooner, in firing rockets, and the other small vessels firing upon the enemy's ships on shore, when the tide permitted them to approach. On the 14th, having by signal directed the *Imperieuse* to join me, I ordered Captain Wolfe, of the *Aigle*, to take the command

of the small vessels advanced; these, with the *Etna*, continued firing on the enemy's ships at the entrance of the Charente, as opportunity offered, during the remainder of the day, but without effect. On the 15th I dispatched Sir H. Neale to their Lordships, in the *Imperieuse*, with my public letter of the 14th April, giving an account of the service which had been performed.—From the 15th to the 24th, the attack on the enemy's ships on shore, at the mouth of the Charente, was uninterrupted by the bombs (the *Thunderer* having arrived on the 19th) assisted by the small vessels, as wind and weather permitted; but the enemy had, by throwing over board their guns and stores, got so high up, that even the gun-brigs and other vessels of light draught frequently grounded in their endeavours to approach, and never could get sufficiently near to produce any effect.

“From the 24th to the 19th April nothing material occurred; and having received the Admiralty letter of the 22d April, signifying “that their Lordships, considering the state of the enemy's force, in consequence of the brilliant success of the fleet under my command, so much reduced as to render my further presence unnecessary, directed me to repair to Spithead in the *Caledonia*.” I accordingly completed the arrangements of the fleet, and proceeded in the *Caledonia* to England on the 29th April. Previous to my leaving Basque Roads, one of the enemy's frigates was set on fire by themselves at the entrance of the Charente; another was observed to be wrecked further up that river. The number of ships that escaped without injury did not, from the best information, exceed one or two line-of-battle ships and two frigates; what may have been the fate of

the remainder, I leave to be considered by the Members of this Honourable Court, who are well-qualified to judge of the condition of ships which had been so long and so repeatedly aground. By the foregoing narrative, as well as by the log and signal log of the *Caledonia* (to which, as also to every correct log of the fleet, I am as desirous to refer as Lord Cochrane may be) it will, I conceive, be seen, that I fully meet the charge which had been preferred against me, and if the impression arising out of this enquiry, should prove less favourable to Lord Cochrane, than that which may have been produced by my letter to the Lord Commissioners of the Admiralty, of the 14th of April, his Lordship must be sensible, that as the instigator of this Court Martial, he will himself have been the cause of this change of sentiment. I have been willing to grant to his Lordship the fullest credit for his personal bravery, and for his judicious manner of approaching the enemy in the *Imperieuse*, to which points the commendations expressed in my letter of the 14th of April related. For in fact, the success of the first part of the enterprise, as I have before observed, arose from the terror excited by the appearance of the fire-ships; as they failed in the principal effect they were intended to produce, and the blast of the explosion vessel, under his Lordship's most immediate direction, did not take place by any means so near to the enemy's ships as his Lordship had projected. The general effect, however, of the attack was so successful; that under that impression, I did not hesitate to express in my public letter, the degree of approbation which is therein marked, passing over circumstances not altogether satisfactory to me, and not at that time necessary to be brought into public notice.

“The court is now in possession of all the facts and circumstances on which I rest my justification, and it remains to be considered how far they are affected by the evidence produced on the part of the prosecution. I have first to refer to the evidence of the second in command, and to that of the captains of two of the frigates engaged in the attack, viz. Rear Admiral Stopford, and captains Rodd and Wolfe. These officers, far from supporting any part of the charge made against me, have distinctly denied there having been any neglect, delay, or deficiency in any part of my conduct in Basque Roads; and I am persuaded, that had the prosecutor called all the other witnesses summoned on the trial, a corresponding testimony would have been given him by each of them. I have next to refer to the evidence of the log and signal books of the fleet, on which the charge purports to be founded, and I must here beg to call your attention to the very unusual circumstance of there being already on your table two log-books of the same ship (namely, the *Imperieuse*), and materially differing from each other, one of them produced by the Master of the *Imperieuse* as the authentic public document of that ship, to the accuracy of which he has deposed, and the other admitted by his Lordship to be a compilation by himself in London, from materials which are not produced to the Court. In addition to these circumstances, I have to lay upon your table a third paper, purporting to be also a log-book of the *Imperieuse*, but differing from the two already before you. This paper was delivered to me by Lord Cochrane in obedience to my order of the 12th of May last, to furnish me with a copy of the books of logs and signals of his Majesty's ship *Impe-*

rieuse under his command, from the 11th to the 15th of April inclusive, and to this log the Court will find his Lordship's signature. The Court itself having so attentively inspected the Master's log, I need not point out the alterations evidently made therein, and it cannot fail to observe the variations in the other two logs. I must however remark, that among the deviations in these papers from the ship's original log, the signal immediately in question, which is recorded in the latter to have been for "half the fleet," stands in both these compilations as having been made for "part of the fleet" only; and of the two logs received from Lord Cochrane, that only produced in Court by himself records the circumstance of his having hailed the Indefatigable, and proposed to her a joint attack upon the enemy's ship Ocean; and I cannot help here reminding the Court of the application made by the Master of the Imperieuse for access to the Indefatigable's log. I beg leave to submit, whether documents formed some time after the events they record took place, and so contrary to the practice of the navy, can be deemed authentic, or ought to be referred to, as, or in support of, evidence before this Court. I have no doubt the signal made by Lord Cochrane, on the morning of the 12th of April, which forms a part of the charge against me, will, combined with other subsequent signals, appear to the Court unprecedented and improper: of this his Lordship seems now to be aware, from the manner in which he has expressed himself in his evidence, and that there may be no doubt of the signal book of the Caledonia, I must again call before you the signal officer, to shew, that the signal on the 13th April, said to have been observed by the Imperieuse,

was never made by the *Caledonia*, and also that the signal of the 14th, recorded in the *Caledonia's* log as made by the *Imperieuse* "that if permitted to remain can destroy the enemy" is denied by Lord Cochrane ever to have been made.

"I have yet to call the attention of the Court to the plan drawn by Lord Cochrane of the position of the enemy's ships, as they lay aground on the morning of the 12th of April, and to that position marked upon the chart, verified by Mr. Stokes, the former laid down from uncertain data, the latter from angles measured, and other observations made upon the spot. The difference between the two is too apparent to escape the notice of the Court, and the respective merits of these charts will not, I think, admit of a comparison. The accuracy attributed by Lord Cochrane to the French charts will, I doubt not, seem very extraordinary, after it shall be shewn in evidence that his Lordship has expressed a very opposite opinion.

"It now only remains for me to examine in what manner Lord Cochrane has attempted by his unsupported opinion to maintain the charge. This is to be collected from the long narrative evidence given by his Lordship. It cannot, I am sure, be deemed necessary for me, to follow him through the whole of his evidence. In the course of his evidence, Lord Cochrane, alluding to the danger which would attend his going to attack the ships at the mouth of the Charente, says, speaking of himself, "A heavy, a very heavy responsibility would lie upon my shoulders in case of disasters, which in military operations are sometimes unavoidable; if I had had my cable shot away, for instance, I might have been sunk;" yet, whilst on the one hand his Lord-

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ship seems to have been so sensible of the weight of the responsibility imposed upon himself by the command of a frigate, and a few small vessels, he appears on the other to have been unmindful of the far heavier degree of responsibility attached to my command, during so complicated an undertaking. In alluding to the dangers, of which I must take this opportunity to mention, five furnaces for heating shot, which Lord Cochrane reported to me, having himself discovered when he went in to reconnoitre them, previous to the attack.—Lord Cochrane states, that 74 gun-ships may go into an inner anchorage between the Buoyart Shoal and the Palais at any time of tide. He asserts also that the tide rises only from ten to twelve feet. By the French chart, which he has produced to confirm his deposition, it appears that there is a bank to pass over before ships can get into that anchorage with from eighteen to twenty feet at low water. But by the charts of the Master of the fleet and the Master of the *Caledonia*, who sounded upon the bank, it appears that there is only from fifteen to nineteen feet, and the bank full of knowls. Under these circumstances, if Lord Cochrane's opinion be correct, relative to the rise and fall of the tide, no man in his senses would venture a 74 over it, even in the smoothest water, at less than two-fourths flood; and therefore as to the refuge that this anchorage would afford a crippled ship, how little would the probability be that the opportunity of both tide and wind should offer for a crippled ship, at the moment in which it was most wanted, to pass over the bank and get out of the reach of the batteries; but if I had even previously known as much of this inner anchorage as I now do, I would not, as the wind was at the time, have done

otherwise than I did, and if Lord Cochrane really knew, what he professed to know when he was in Aix Roads, it was a duty imperiously incumbent upon him to have communicated that information on the afternoon of the 12th, to the Captains of the line-of-battle ships which he saw in so dangerous a situation, aground within point blank range of the batteries.

“ Lord Cochrane has expressed an opinion, that two or three sail of the line sent in on the morning of the 12th, might, by running up on the verge of the Buoy-art shoal, have passed to leeward of the two French ships remaining at anchor. This I declare to have been absolutely impracticable, as well from the raking fire of the two ships afloat, and of the upright one on shore, in our approach, and the fire of the batteries, as from the shoal water close under their lee. The testimony of Captain Rodd, the only witness examined on this point on the part of the prosecution, corroborates my opinion, which I have no doubt will be fully supported by the evidence of other competent witnesses I propose calling.

“ With respect to the force of the Aix batteries, I apprehended what appeared to Lord Cochrane and to the Master of his ship, as ruins of the fort, were in fact materials for improving or increasing the works. Indeed can, it be natural to suppose that the enemy, who are so active in forming batteries wherever they can be useful, and whose engineers are considered to be equal to any, would of all movements cause the dismantling or blowing up of works, when they expected those works would be most regarded, for it is very certain the enemy was as fully apprized of our intentions of attacking their fleet, as myself; and it will perhaps be considered

less likely that the enemy should venture their defences on the Isle of d'Aix, raised evidently for the protection of their fleet, when at the same time they were endeavouring to form others on the Buoyart shoal as a further protection for it. Relative to the service that had been performed, and what might possibly still be first attempted towards the destruction of the enemy's ships, Lord Cochrane states a conversation to have passed between his Lordship and myself, on his return from Aix Roads, in which he represents me to have said "that if he threw blame, it would appear like arrogantly claiming all the merit to myself." I however trust the Court will not conceive that the expression of blame, has any allusion to my conduct, for as I have before said, Lord Cochrane never expressed one syllable, from which I could form the most faint idea that he felt disappointed at any thing resting with me. His Lordship's allusion had reference only to the senior officers who acted with him in Aix Roads, upon whom he generally cast blame, without giving the smallest intimation, either by word or manner, that in his expressions of dissatisfaction he included his commander in chief. By the manner in which Lord Cochrane has expressed himself, it might, perhaps, be concluded that I had been desirous he should bear my dispatches to England, and after the caution he represents me to have given him, it might, if I had allowed this statement to pass uncontradicted, be supposed by some that I proposed this as an inducement to secure Lord Cochrane's silence; whereas, when his Lordship recalls the circumstances to his mind, it will, I am sure, lead him to acknowledge that so far from pressing this service upon him, I in the first instance gave him to understand that Sir H. Neale,

the Captain of the fleet, was to bear my dispatches, and at which Lord Cochrane, I positively declare, expressed evident marks of dissatisfaction; and it certainly will appear to every reflecting mind, that my sending his Lordship to England with orders to go to the Admiralty, betrayed no desire of concealment or apprehension of any representation Lord Cochrane might make of my conduct. Upon a general review of the evidence of Lord Cochrane, it will appear that his Lordship has founded his statement on the narrative log, compiled since his return to England, on the French chart, and on the position in which is placed in his own chart, the enemy's several ships, which remained at the anchorage on the morning of the 12th. When it is considered how essentially this log differs from the ship's log, and both of them from the document Lord Cochrane has furnished me with, I conceive not much credit can be given to either. With regard to the reliance to be placed on the French chart, I have already observed, that Lord Cochrane, declared before the attack, that it was incorrect. With respect to the position of the enemy's ships in the morning of the 12th April, after dispersion, it is so widely different from that in which they are placed in the chart which has been delivered in by the Master of the fleet, that it is hardly to be supposed they relate to the same transaction. And it is very fair here to remark the fact acknowledged by Lord Cochrane in his evidence, that he erred no less than four points of the compass in the report he made to me before the attack, of the direction in which the French fleet was moored, in two lines from the Fort of Isle de Aix. Lord Cochrane has thought fit to represent that the enemy's three grounded ships which escaped

from off the shoal of the Pallais, were lying so near together as to give two of them, which he states to be keeling inwards, the appearance of their masts and yards locked, this description of them is certainly well calculated to make a strong impression of their defenceless state, but whatever may have been their appearance to his Lordship, such is not the fact, for in reality they were lying perfectly separate and clear of each other, as is shewn by the aforesaid mentioned chart, produced by the Master of the Caledonia, as will also be proved by evidence. Whatever their situation might have been with respect to proximity, I must here repeat they could never have been approached by our ships within the reach of our shot, as Lord Cochrane has allowed in regard to the Tonnere, which was nearer to our attacking force than either of the three ships in question. It now only remains for me to request the attention of the Court to some conclusions, which I think may be drawn from the whole of the statement I have submitted to the consideration of you, Sir, and the rest of the Members of this Honourable Court, and by which, with the additional evidence I have to adduce, it will I flatter myself distinctly appear, 1st. That during the time of this service, the most unwearied attention was applied by me to its main object, the destruction of the enemy's fleet. 2d. That in no part of the service was more zeal and exertion shown than during the whole of the 12th of April, when I had necessarily in view two objects, the destruction of the enemy's fleet, and also the preservation of that under my command; for the extreme difficulties in approaching an enemy closely surrounded by shoals, and strongly defended by batteries, rendered caution in my

proceedings peculiarly necessary. 3d. That three out of the seven of the enemy's ships aground on the Pallas, were from their first being on shore totally out of the reach of the guns of any ships of the fleet that might have been sent in, and that at no time whatever, either sooner or later, could they have been attacked. 4th. That the other four of the eleven ships, of which the enemy's fleet consisted, were never in a situation to be assailed after the five ships had failed in their object. These are the points on which I rest my justification, trusting that it will appear to the Court, upon their review of my whole case, that I did take the most effectual measures for destroying the enemy's fleet; that neither neglect nor unnecessary delay took place in the execution of this service, on the contrary, that it was owing to the time chosen by me, for sending a force in to make the attack, that the service was accomplished with so very inconsiderable a loss. Had I pursued any of the measures deemed practicable and proper in the judgment of Lord Cochrane, I am firmly persuaded the success attending this achievement, would have proved more dearly bought than any yet recorded in our naval annals, and far from accomplishing the wishes of my country, or the expectations of the Admiralty, must have disappointed both. If such too were the foundation of his Lordship's prospects, it is just they should vanish before the superior considerations attending a service in valuing the naval character, and most important interests of the nation. I conclude by observing, that the service actually performed has been of great importance, as well in its immediate effects, as in its ultimate consequence, for the Brest fleet is so reduced as to be no longer effective. It was upon this fleet the

enemy rested for the succour and protection of their West India colonies, and the destruction of their ships was effected in their own harbour, in sight of thousands of the French; and I congratulated myself and my country, that this important service has been effected, under Providence, with the loss of 10 men killed, 35 wounded, and 1 missing, and not even one of the smallest of any vessel employed has been disabled from proceeding on any service that might have become necessary. The extent of difficulties, and prospect of danger in this enterprize were extreme, and the gallantry and determined spirit of those engaged most conspicuous. These merits and those difficulties ought not to be depreciated on account of the inconsiderable loss sustained on the occasion. I by no means seek to arrogate to myself any merit by these observations; but I make them as a tribute of praise due to the zealous services of the brave officers and men under my command, and with a view of pointing out how justly they are entitled to the gratitude of their country."

A very long examination of witnesses ensued, the result of which was, generally, that Lord Gambier had not been guilty of either neglect or delay in the execution of his duty, either at the time of, or prior to the attack upon the enemy in Aix Roads.

On the eighth day of the trial, Lord Gambier presented a paper to the Court, as follows:—

"Mr. President, arrived at the determination of my defence, it remains for me to express my acknowledgements to this honourable Court for the patient attention with which it has honoured me. The space of time comprehended in the charge, and more particularly the principal (I might say the only) witness on the part of

the prosecution, have led me into a detail more diffuse and extensive than I could have apprehended.

“ When I first entered this Court, it was with a mind perfectly at rest as to the issue of my trial, confident of having exerted myself to the utmost for the honour and advantage of my king and country. The result of this proceeding has confirmed me in this state of mind.

“ I now retire, committing to your protection my professional reputation and my honour, with full persuasion that I shall receive at your hands ample retributions for the aspersions on my character which have led us to this enquiry,”

The Court then acquainted Lord Gambier, that his Lordship might take until to-morrow to consider whether he should offer any further evidence. His Lordship made his acknowledgements for the indulgence, and the Court adjourned till Friday, the 4th of August.

At 10 o'clock on Friday morning (the ninth day of the trial) the Court met, when the President, Sir Roger Curtis, Bart. stated his having received a Letter from Lord Cochrane, purporting his wish to be examined on several points, particularly relating to the conversation with Lord Gambier after the action. The Court did not think proper to accede to his wish of being examined, but agreed that the letter which he had written to the President, should be entered on the minutes, which was done, and is as follows :--

“ *August 14, 1809.*

“ Sir—Having learnt from my brother officers, a report has gone abroad, that I censured, in general terms, the conduct of the officers employed in the Road of

Aix, on the 12th of April, I wish to have an opportunity to declare the truth, on oath, considering reports of that nature highly injurious to the service of our country. I am also desirous to lay before the Court the orders given to the fire-ships for their guidance, as these will tend to elucidate and clear some of those who consider that blame has been imputed to them.

"I have the honour to be, &c.

"COCHRANE."

"*Admiral Sir Roger Curtis, President.*"

The Court was then cleared, and, after the re-admission of strangers, the following sentence was pronounced :—

"The Court agreed that the charge 'that Admiral the Right Honourable Lord Gambier, on the 12th of April, the enemy's ships being then on fire, and the signal having been made that they could be destroyed, did, for a considerable time, neglect or delay taking effectual measures for destroying them,' had not been proved against the said Right Hon. Lord Gambier; but that his Lordship's conduct on that occasion, as well as his general conduct and proceedings, as commander in chief of the channel fleet employed in Basque Roads, between the said 17th day of March and the 29th day of April, 1809, was marked by zeal, judgment, and ability, and an anxious attention to the welfare of his Majesty's service; and did adjudge HIM TO BE MOST HONOURABLY ACQUITTED; and the said Admiral, the Right Hon. Lord Gambier, is hereby most honourably acquitted accordingly."

Sir Roger Curtis then desired Lord Gambier's sword to be handed to him, which he returned to his Lordship with the following address :—

“Admiral Lord Gambier, I have peculiar pleasure in reciting the command of the Court to return you your sword, in the fullest conviction that, as you have hitherto done, you will on all future occasions, use it for the honour and advantage of your country, and to your own personal honour. Having so far obeyed the command of the Court, I beg you will permit me, in my individual capacity, to express to you the high gratification I have upon this occasion.”

Lord Gambier answered:—

“I cannot sufficiently express the sense I feel of the the indulgence of the Court, and I beg to return thanks to you, Sir, for the obliging manner in which you have conveyed the sense of the Court.”

Preparations of a hostile nature having long been going forward, both in France and Austria, war at length broke out between those powers. A series of battles took place, in most of which the French were decidedly victorious, and to crown the success of the campaign, Buonaparte, after a short and ineffectual resistance, entered Vienna, the capital of the Austrian Empire, on the 12th of May. After several weeks of inaction between the main French and Austrian armies, on the banks of the Danube, two sanguinary battles were fought, on the 5th and 6th of June, which terminated in the retreat of the Archduke Charles to the Bohemian frontier. It was at first believed, that his retreat had been effected in good order, that the French had suffered, at least equally, and that from the loss which the enemy had sustained, they were unable to pursue. On the 10th of the month, however, the rear of the Austrian army was overtaken, and in the midst

of an engagement which ensued on the 11th, Prince John of Lichtenstein, arrived at the out-posts of the French army with proposals for an armistice. Buonaparte immediately ordered the firing to cease, and on the following morning, a suspension of arms, for a month, with fifteen days notice of the intended recommencement of hostilities, was agreed to.

With the view of forming an important diversion in favour of Austria, of harassing the enemy upon his own shores, and of achieving a conquest that might be serviceable to Britain, an expedition of immense magnitude was fitted out. Of this expedition, which sailed from the Downs, in four divisions, on the 27th of July, the Earl of Chatham was the military commander in chief, and Sir Richard Keats and Sir Richard Strachan the naval commanders. The number of troops, seamen, and marines, employed on this occasion, was about 80,000.

It will be seen by the following statement, that the expedition was, in the first instance, originally destined to act against the islands of Walcheren and Cadsand, at the mouth of the Schelt, the ports of which, since Buonaparte has annexed Walcheren to France, have been the chief nursery of the French navy:—

“The operations will commence by landing the numerous gun-boats on board the fleet, either in the West Put, at the entrance of the Schelt, or Sluys Roads, comprehending the coast of Cadsand (according as the weather may prove), where the men of war are to anchor. The immediate intention is to embark on board the boats the troops destined for the main attack of the island of Walcheren, in the West Put, and most judicious precautions have been projected to prevent the

enemy's gun-boats from annoying them. The first attack, however, will be made upon Cadsand, and South Beveland will immediately after be assailed. The possession of the former being necessary to the future operations, it is to be attacked by the whole of a strong brigade, led on by the gallant Marquis of Huntly, and this brigade, if necessary, is to be joined by another, as nearly the whole of the brigades of the right wing will at this juncture be in Wieling Channel. Schowen, Dayveland, and North Beveland, will at the same time be attacked; and in this enterprize the brigade of guards will be employed. In the van squadron will be embarked the brigade of General Hope, which is destined either for Domburgh, or the Veer Gat, as circumstances may deem expedient; and the brigade will also have a view to the service of Tengoes, on South Beveland. One of the brigades is to be held in readiness to land below the Nolle battery, in the event of the enemy's sending great force to Zouthland to repel our force, by which means his retreat to Flushing may be cut off. The principal attack upon the island of Walcheren is to be made by the Portsmouth division, commanded by General Coote, and a brigade is to be allotted for a service of demonstration. The rowing boats to a great amount are to precede the flat boats, and when they are within reach of grape from the shore, they are to open upon the enemy, drawing off in equal divisions to the right and left, making room for the flat boats to push in, and covering them, till the field-artillery is ready to move forward. The bombs to take certain stations, and to be ready to commence a bombardment when directed."

The most material deviation from the above plan

was, that the island of Cadsand was not attacked; a circumstance which enabled the enemy to derive considerable reinforcements from thence, and thus to protract the surrender of Middleburgh and Flushing.

An idea of the preliminary operations of the expedition, may best be formed by perusing the following extracts of letters from Sir Richard Strachan and Lord Chatham. The first from Sir Richard Strachan, dated on board the Venerable, off the Veer Gat, is as follows:—

“SIR—You have been already acquainted that I had hoisted my flag in the Amethyst, and that it was my intention to have preceded the expedition, in company with the Venerable, on board which ship Lord Chatham had embarked; but finding the public service might suffer from the commanders in chief being separated, I therefore shifted to the Venerable, and sailed from the Downs at day-light on the 28th ult.—I have now to acquaint you, for their Lordships information, of my arrival on the evening of that day in the Stope Deeps, with the Amethyst and several smaller vessels, where I was joined by the Fisgard, Captain Bolton, who had with great judgment placed vessels the various shoals off this coast. After dusk, Lieutenant Groves of this ship, with some skillful pilots in deal boats, were dispatched to sound the Roompot channel, and to station vessels at its entrance.—Early next morning, the division of Lieutenant-General Sir John Hope, conducted by Captain Bathurst in the Salsette, joined me, as did also Rear Admiral Sir Richard Keates, in the Superb. This zealous officer had the command of the blockading squadron off the entrance of the Schelt, but observing the armament pass, he, with

his usual promptitude, left the squadron under the orders of Lord Gardner, and resumed the charge of Sir John Hope's division; I therefore directed the Rear-Admiral to shift his flag to the *Salsette*, and to proceed to the Roompot.—The entrance to that channel is very narrow, and as I was aware of Sir Home Popham's local knowledge of the insular navigation before me, I entrusted to that officer the service of leading Sir Richard Keats's division in, and which he did with great skill in the *Sabrina*, Captain Kittoe; the whole were anchored in safety, opposite Zeerickzee, situated between the islands of Schowen and North Beveland.—That afternoon Rear-Admiral Otway, with the left wing of the army, under Sir Eyre Coote, joined me in the *Stope Deeps*, but it blew too fresh to have any communication.

“ On the morning of the 30th, Sir Home Popham returned with a letter from Sir Richard Keates, acquainting me that the division under his charge were all safely anchored; and I was likewise informed that there was sufficient space in the Roompot to contain all the ships, to which anchorage Sir Home Popham undertook to conduct them; and as it blew fresh, with all the appearance of an approaching gale, the squadron was instantly got under sail, and led in by the *Venerable*, when they all came to in safety off the *Veer Gat*.—As soon as the ships were secured, measures were instantly taken to prepare to land the army on the Island of Walcheren. I did not wait for the gun-boats coming, but ordered those who happened to be near the *Venerable*, together with the mortar brigs, to push in shore to cover the landing, and to force the *Derhaak*

Battery.—At half-past four the boats put off under the direction of Lord Amelius Beauclerc, of the Royal Oak, and Captain Cockburn, of the Belleisle, and the troops were landed in excellent order without opposition; the firing from the mortar and gun-vessels having driven the enemy completely from the Derhaak Battery.

“Having thus accomplished this first object, I lost no time in directing the bombs and gun-vessels to proceed up the Veer Gat, off Camvere, and having given Sir Home Popham, who at the request of Lord Chatham had remained on shore with his Lordship, permission to employ them as the service might require, he the next morning began to cannonade Camvere, which had been summoned, but held out. The fire of the gun-boats was exceedingly well directed, and did much damage to the town. The officers and crews engaged in that service, had a great claim to my admiration for their conduct. Three of our gun-boats were sunk. In the afternoon it blew fresh, and as the strength of the tide prevented the bombs from acting, I directed the flotilla to fall back, preserving a menacing position. At night, Captain Richard of the Cæsar, who was in the Dyke on shore, threw some rockets at the nearest battery of Camvere, and soon after the Commanding officer of the town sent out an offer to surrender. The army under Sir John Hope landed at South Beveland on the 1st of this month, and by a letter from Sir Richard Keates, of yesterday's date, I find the whole of the Island is in our possession: the enemy's ships are all above Lillo, and those most advanced, as high up as Antwerp. We are getting our flotilla through the Slough into the Western Scheldt to prevent succours being thrown into Flushing by the Canal of Ghent.”

The succeeding extract, dated Head Quarters, Middleburgh, August 2, is from the Earl of Chatham, addressed to Lord Castlereagh:—

“ MY LORD,

“ I have the honour of acquainting your Lordship, that having sailed from the Downs early in the morning of the 28th ult. with Rear-Admiral Sir Richard Strachan, in his Majesty's ship *Venerable*, we arrived in the evening, and anchored in East Capelle Roads, and were joined on the following morning by the division of the army under Lieutenant-General Sir John Hope. It blew in the course of that day a fresh gale from the westward, which created a heavy swell, and the small craft being much exposed, it was determined to seek shelter for them in the anchorage of the Roompot, where Lieutenant General Sir John Hope's division was also directed to proceed, in order to possess such points as might be necessary to secure the anchorage; as well as with a view to future operations up the East Scheldt. The left wing of the army under Lieutenant-General Sir Eyre Coote, particularly destined for the operation against Walcheren, arrived on the 29th and morning of the 30th, but the wind continuing to blow fresh from the westward, and occasioning a great surf on the beach, both on the side of Zoutland, as well as near Domburg, it became expedient, in order to effect a landing, to carry the whole fleet through the narrow and difficult passage into Veer Gat, hitherto considered impracticable for large ships, which being successfully accomplished, and the necessary preparations for debarkation being completed, I have the satisfaction of acquainting your Lordship, that the troops landed on the Bree

Sand, about a mile to the westward of Fort der Flaak, without opposition, when a position was taken up for the night on the Sand Hills, with East Capelle in front. Lieutenant-General Fraser was detached immediately to the left against Fort der Haak and Ter Vere, the former of which on his approach was evacuated by the enemy, but the town of Vere, which was strong in its defences, and had a garrison of about 600 men, held out till yesterday morning, notwithstanding the heavy and well-directed fire of the bomb-vessels and gun-boats during the preceding day, and until the place was closely invested.—Early on the morning of the 31st, a Deputation from Middleburgh, from whence the garrison had been withdrawn into Flushing, having arrived in camp, terms of capitulation were agreed upon, copies of which I have the honour herewith to enclose, as well as that of the garrison of Ter Vere; and the divisions of the army, under the orders of Lieutenant-General Lord Paget, and Major-General Graham, moved forward, and took up a position with the right to Maliskirke, the centre at Gryperskirke, and left to St. Laurens. On the morning of the 1st instant, the troops advanced to the investment of Flushing, which operation was warmly contested by the enemy. In this movement he was driven by Major-General Graham's division on the right, from the batteries of the Dykeshook, the Vygeser, and the Nole, while Brigadier-General Houston's brigade forced the enemy posted on the road from Middleburgh to retire, with the loss of four guns and many killed and wounded. Lieutenant-General Lord Paget's division also drove in the posts of the enemy, and took up his position at West Zouberg.

"I cannot conclude without expressing in the

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strongest terms, my admiration of the distinguished ability with which the fleet was conducted through the passage into the Vele Gat, nor can the advantages resulting from the success of this operation be too highly estimated, as by it we were not only enabled to effect a disembarkation, which, in the then state of the wind, was impracticable in any other quarter, but also that the enemy, probably relying on the difficulty of the navigation, was less prepared for resistance. I must also warmly acknowledge the great assistance the service has derived from the zealous exertions of the officers of the navy, and of the seamen employed in drawing a considerable proportion of the artillery through a heavy sand, and, without whose aid, the advance of the army must necessarily have been suspended, the strength of the tide rendering the landing of the horses for a time extremely difficult."

About the same time as the above, the reserve of the army effected its landing on South Beveland, and a detachment occupied the town of Goes.

The following are the articles of capitulation, agreeably to which the town of Middleburgh surrendered:—

Art. I. Security to be granted to every person, public Functionaries, private persons, citizens, and inhabitants, whatever their political opinions may have been or now are.—Answer. Granted, provided they conduct themselves as peaceable Citizens, and conform to such regulations as will be hereafter established by the authority of the British Government.

Art. II. Protection to all property without exception whatsoever.—Answer. Granted, as far as relates to private property; all public property is to be ac-

counted for to such Commissioners as will be named by the General commanding his Britannic Majesty's forces.

Art. III. The armed citizens or other inhabitants who may have taken up arms, or done military duty to maintain public tranquility, to be protected in their persons and property, and permitted to return to their dwellings.—Answer. Granted, upon condition that their arms are given to such persons as will be duly authorised to receive them.

Art. IV. Public Functionaries and their families to be permitted, if they desire it, to return to any other part of the Kingdom of Holland.

Art. V. Inhabitants who are absent from their houses, to be permitted to return with their property.—Answer. Granted, subject to the restriction specified in the first Article.

Art. VI. The troops to be quartered in barracks.—Answer. This must be determined according to circumstances; but every care will be taken to render the quartering as little burdensome to the inhabitants as possible.

Art. VII. Should any misunderstanding take place relating to the foregoing Articles, they will be explained in favour of the town and inhabitants.—Answer. Granted.

VIII. The above Article to be also extended to all parts of this department which may not have obtained equally favourable terms.—Answer. This Article to apply in the present instance to the town of Middleburgh alone, but no difficulty will be made to grant the same advantageous terms to any town that will surrender in like manner without opposition.

rison, as it was previously settled, at one P.M. on the 13th, and the fire was returned with great vigour by the enemy.

" The bombs and gun-vessels under the direction of Captain Cockburn, of the *Belleisle*, were most judiciously placed at the south-east end of the town; and to the south-west, Captain Owen, of the *Clyde*, had, with equal skill and judgment, placed the bomb and other vessels under his orders. I had much satisfaction in witnessing the fire that was kept up by the squadrons under the command of these two officers; and the precision with which the shells were thrown from the bombs. Unfortunately, the wind was too scant to allow me to weigh when the batteries opened, but it proving more favourable the following day, I immediately put that intention into execution, and at ten in the forenoon of the 14th, proceeded with the ships already named, towards Flushing, meaning to pass to a more convenient anchorage for placing the squadron against it, when such a measure should appear to be necessary.

" This squadron was led in by the *St. Domingo*, bearing my flag, and I was followed by the *Blake*, with the flag of Rear-Admiral Lord Gardner; the other ships advanced in succession. Soon after we had opened our fire, the wind came more southerly, and the *St. Domingo* grounded inside of the *Dog Sand*. Lord Gardner, not knowing our situation passed inside of us, by which the *Blake* also grounded. The other ships were immediately directed to haul off, and anchor as previously intended.

" After being some time in this situation, during which the enemy's fire slackened, by the active and zealous exertions of Captain Owen, of the *Clyde*, who

came to our assistance, and anchored close to the St. Domingo; she was got off, and soon after I had the satisfaction of seeing the Blake also afloat, and come to anchor with the rest of the squadron.

"The fire of the enemy, towards the evening, had considerably abated; the town was burning in many places, and much damage was done to the houses. At seven o'clock I received a message from Lieutenant General Sir Eyre Coote, requesting I would cease hostilities, as a summons had been sent into Flushing; but at night the fire again commenced, and was kept up without intermission until two o'clock of the morning of the 15th, when the French commandant, General Monnet, offered to surrender. This was communicated to me by the Lieutenant General, and in consequence I directed the flag of truce to be hoisted at day-light on board his Majesty's ships, and that hostilities should cease.

"The Lieutenant General having also intimated his wish, that two commissioners should be sent on the part of the navy, to assist in the proposed capitulation, I accordingly nominated Lord Gardner to meet Sir Eyre Coote at South Zouburg, and to take with him Captain Cockburn, to act in junction with the officers on the part of the army. Shortly after I received a message from the Earl of Chatham, requesting to see me at Zouburg. On my arrival there, I found his Lordship had selected Col. Long, Adjutant General of the army, and Capt. Cockburn, to be the commissioners for settling the terms of capitulation, which were finally concluded late in the evening of the 15th.

I have the honour to be, &c.

"R. J. BRACHAN

"Amount of troops in the garrison of Flushing, on the 17th of August, 1809.

"200 Officers; 4985 rank and file, 618 sick and wounded. Total, 5803.

"Return of killed and wounded on board the Flotilla at the attack of Flushing, from the 8th of August until the 15th following.

Blake, (gun-boat, No. 67) 1 killed, 4 wounded. San Josef, (gun-boat, No. 67) 4 wounded.—San Domingo, (gun-boat, No. 67) 1 wounded.—Orion, (gun-boat No. 2) 1 killed.—Monarch, (gun boat, No. 19) 4 wounded.—Resolution, (gun-boat, No. 27) 1 wounded.—Impetueux, (gun-boat, No. 68) 1 killed.—Impeteux, (gun-boat, No. 62) 1 killed, 3 wounded.—Marlborough, (gun-boat, No. 62) 1 killed.—Royal Sovereign yacht, (Etna bomb) 1 wounded.—Hero, (ship's launch) 1 killed, 2 wounded.—Resolution, (armed transport Arm) 1 killed, 2 wounded. Total, 7 killed, 32 wounded.

"Names of the Officers killed and wounded.

Marlborough, Lieut. Rennie, killed.

San Joseph, Lieut. Russell, and Mr. Burnside, Surgeon, slightly wounded."

The garrison of Flushing were delivered prisoners of war, and ordered to England, till regularly exchanged. The rest of the articles of capitulation were nearly the same as those of Middleburgh.

The whole island of Walcheren being now at the disposal of the British, it was generally expected at home that the ulterior objects of the expedition would be immediately proceeded. The first of these supposed objects was

the destruction of the enemy's fleet, with the docks and arsenals at Antwerp. Unfortunately, however, in consequence of the time which had been lost in the reduction of Flushing, and subsequently to that period the enemy had taken such measures of defence, that it was deemed imprudent to attempt any thing farther; and it was with no slight feelings of indignation and disgust that the public perused the following statement of the Earl of Chatham's, dated Head Quarters, Bathz, August 29, in the London Gazette:—

“ I had the honour in my last dispatch of acquainting your Lordship with my intention of proceeding to this place, and I should have been most happy to have been enabled to announce to your Lordship the further progress of this army. Unfortunately however, it becomes my duty to state to your Lordship that, from the concurrent testimony from so many quarters as to leave no doubt of the truth of the information; the enemy appears to have collected so formidable a force as to convince me that the period was arrived, at which my instructions would have directed me to withdraw the army under my command, even if engaged in actual operation.

“ I had certainly early understood, on my arrival at Walcheren, that the enemy were assembling in considerable force on all points; but I was unwilling to give too much credit to these reports, and I was determined to persevere until I was satisfied, upon the fullest information, that all further attempts would be unavailable.

“ The utmost force (and that daily decreasing) that I could have brought into the field, after providing for the occupation of Walcheren and South Beveland,

would have amounted to about 23,000 infantry and 2000 cavalry. Your Lordship must at once see, even if the enemy's forces had been less numerous than represented, after the necessary detachments to observe the garrisons of Bergen-op-Zoom and Breda, and securing our communications, how very inadequate a force must have remained for operations against Lillo and Leiskenshoek, and ultimately against Antwerp, which town, so far from being in the state which had been reported, is, from very correct accounts, represented to be in a complete state of defence; and the enemy's ships have been brought up, and placed in security, under the guns of the citadel.

"Under these circumstances, however mortifying to me to see the progress arrested of an army, from whose good conduct and valour I have had every thing to hope, I feel that my duty left me no other course than to close my operations here; and that it will always be a satisfaction to me to think that I have not been induced lightly to commit the safety of the army confided to me, or the reputation of his Majesty's arms. It was an additional satisfaction to me to find that the unanimous opinions of the Lieutenant Generals of the army, whom I thought it right to consult, more out of respect to them than that I thought a doubt could be entertained on the subject, concurred entirely in the sentiments I have submitted to your Lordship.

"I am concerned to say, that the effect of the climate at this unhealthy period of the year, is felt most seriously, and that the numbers of sick already is little short of three thousand men.

"It is my intention to withdraw gradually from the advanced position in this island, and sending into Wal-

cheren such an additional force as may be necessary to secure that important possession, to embark the remainder of the troops, and to hold them in readiness, to avail his Majesty's further commands, which I shall most anxiously expect."

The mutilate dispatch of Sir Richard Strachan, to the Secretary of the Admiralty, which appeared in the same Gazette with the above, excited considerable curiosity and attention, as it appeared incontestibly to prove that the opinion of the naval commander had not entirely coincided with that of Earl Chatham. In fact, it very plainly indicated, that if it had rested with Sir Richard Strachan, a bold effort would have been made to accomplish the maritime objects of the expedition. This document, which may be regarded as a curiosity in naval history, is as follows:—

"I have now to acquaint you, for their Lordship's information, that the flat boats of every description of vessels being assembled, and every necessary arrangement made on the part of the navy, for landing the army near Santfleel, on the beach which had been previously reconnoitred, and not hearing from the Earl of Chatham respecting his intentions, I communicated with his Lordship on the 24th instant, and on the following day I found his Lordship had not come to a determination, on account of the increased force of the enemy; and the army getting sickly, and that he had sent for the Generals to consult; I therefore, on the morning of the 26th, wrote to his Lordship, and I soon after went on shore to the meeting of the Lieutenant Generals of the army, taking with me Rear Admiral Sir Richard Keats, I found them decidedly of opinion that no operation could be taken against Antwerp, with

any prospect of success, at this advanced season of the year, and the enemy increasing in strength, and our own forces diminished by sickness ; and as the taking of Lillo and Liefkenshoeik would not ensure our obtaining the ultimate object of the Expedition, without Antwerp being reduced, and the country near these fortresses being inundated ; it was also their decided opinion, that the army ought not to make any attempt on them. I had already, in the most unqualified manner, offered every naval assistance to reduce these fortresses, and also in aid of every other operation of the army. Conceiving the subject of the deliberations of the Generals perfectly military, I withdrew with Sir Richard Keats. The ships of the enemy, which were above the town of Antwerp about five miles, have come down, and are now extended along the river face of it, except two of the line lower down, in the reach above Liefkenshoeik ; and four frigates went to Lillo. An immense number of small gun-boats are on the boom ; behind them a crescent of sixty gun and mortar brigs. The battery between Lillo and Fredrick Hendrick is finished ; it has ten guns. The enemy has been driven from that which he was constructing on the Doel side with loss, by the fire of our bombs and gun-vessels."

Lord Chatham and his staff, with a considerable number of troops, returned to England in the course of September ; a garrison having been left in Walcheren, supposed to be adequate to the retention of that island. The humidity of the climate however, aided, perhaps, by the intemperance of the men, occasioned a fever and dysentry, which placed nearly two-thirds of the garrison upon the sick list, and committed dreadful ra-

vages on the lives and health of the army. The unhealthiness of these islands is indeed so notorious, that, under the old Dutch Government, the regiments destined for their defence were relieved every month; and the favourite regiments were exempted from the duty altogether. France, since she has had possession of the Zealand Isles, is said to have lost 1700 men in a year, by the badness of the climate. Fortunately, however, as the weather grew cooler the disease abated.

The *Venerable*, which both carried out and brought home Lord Chatham, on her return from the latter service, met with an accident which had nearly terminated her career for ever. The following account of this accident, dated Deal, October 10, 1809, is related by an eye-witness:--

“ On the 29th ult. at day-light, the *Venerable* sailed from the Downs for her station off Flushing (after having landed Lord Chatham and his Staff,) on the evening of the same day, standing through the Dourio passage, the weather very dark, with a thick misty rain, all at once she was found to shoal her water to five fathoms, which put the pilot, who had charge of the ship, quite out of his reckoning, and he declared his ignorance of the ship's place. Captain King immediately ordered the best bower anchor to be let go; at this time the wind freshened, and breakers were seen close to the ship. The ship having way, the anchor was scarcely to the ground before she parted; the small bower was then let go, which parted; she then struck: the first shock carried away the rudder; finding her striking very heavy, and making water in the hold very fast, the

main and mizen mast was ordered to be cut away, the guns and provisions thrown overboard, in order to lighten the ship; the water at this time burst the spirit-room hatches open, and filled the orlop deck; every signal was made for assistance; but the breakers which surrounded the ship, and the darkness of the night, prevented any vessel coming near her. She now began to settle, and was by most given up for lost. Having a great many women and children on board (soldiers' wives,) Captain King ordered the boats to be lowered, and to make every possible effort to save their lives. The dawn of morning breaking, the land was discovered. Captain King immediately ordered the boats with the women to make for the shore, which, I am happy to say, they reached safe. Whilst the crew were employed in getting a sail under the ship's bottom, and working at the pumps, nothing but the cool and persevering conduct of the commander could have saved her. It was in this perilous crisis the worth of a brave sailor was to be seen; and never did men behave with more firmness and obedience. The Lady of Captain Codrington, accompanied by a Miss Streach, was on board; a greater instance of female fortitude was not to be found. The Venerable is now in the basin at Flushing, to stop her leaks, and is ordered to the Nore, when most probably she will proceed to Chatham to be docked."

The failure of the expedition to Holland has not, as was expected, led to any effectual inquiry into the causes which produced it. It seems certain, however, that if the army had proceeded straight to Antwerp, leaving a sufficient fleet to cut off the communication between Walcheren and the neighbouring isles, they

must have accomplished their object, as there was no force collected in the low countries, at that period, of sufficient strength to oppose them.

It is equally certain, that, had the real state of Flushing been known, the town might have been reduced in a few hours, as the garrison, on the first landing of our troops, did not exceed fifteen hundred men; and the fortifications were miserably defective. But, the fact is, that the government had no information to give the commander; and what little he actually received from them proved erroneous! It appears to be determined that the Island of Walcheren shall be retained; but we fear its retention will cost the country dear.

We should suppose, that our object would be better attained by destroying the harbour of Flushing, so as to render it useless for naval purposes; and, by obstructing the navigation of the Scheldt, by sinking a number of the old hulks laden with stones. If this could be effected, and we understand it is practicable, the enemy could derive but little advantage from the possession of Antwerp; since it would be of no use to build ships without any passage open to the ocean. While, however, the public deplore the partial failure of the expedition, they should not forget that the possession of Flushing, and the capture and destruction of a garrison of nine thousand men, were achievements of no little importance. We should not, because we have not obtained all that we wished, undervalue what we have obtained.

Nearly about the same time, or rather before the Walcheren expedition commenced, a descent was made upon the coast of Italy, by an English force, also with a

view of creating a diversion in favour of Austria. By this effort, made by Admiral Martin and General Sir J. Stuart in conjunction, the islands of Ischia and Procida were compelled to surrender to his Sicilian Majesty. Sir J. Stuart, in his dispatches of July 5, thus relates the proceedings at Ischia:—

“The first measure that suggested itself to our contemplation, was a menace upon the kingdom and the capital of Naples, and the army, as within detailed, being embarked, we sailed under convoy of his Majesty's ships *Canopus*, *Spartiate*, *Warrior*, and some frigates and smaller vessels, on the 11th of last month, leaving orders to the division of his Sicilian Majesty's troops, which had been placed under my conduct, and were waiting my instructions at Palermo, under the command of Lieutenant General de Bourcard, to proceed to a given rendezvous. His Royal Highness Prince Leopold, I found at our subsequent junction, had embarked with his division. Our appearance off the Coast of Calabria, which we reached on the morning of the 13th, had the effect of inducing the body of the enemy stationed in that province, to abandon, for the purposes of immediate concentration, the greater part of their posts along the shore, when those upon the line opposite Messina were seized and disarmed by a corps under Lieutenant Colonel Smith, who had been detached from the fleet immediately after our sailing from Millazzo, with provisionary orders for that purpose.

“Major General Mackenzie, who had sailed with me, as designed to bear a part in this expedition, returned also at my request about this period, for the general superintendence of these services, as well as to hold the

general command in Sicily, which becomes a charge so important during the term of our present operations.

“ On the 24th ultimo the advanced division of the British and Sicilian fleet, namely that which contained the British troops, anchored off Cape Miseno in the vicinity of Baia, when our preparations were immediately made for a debarkation upon the Island of Ischia; and the necessary arrangements and dispositions of boats being intrusted by the Admiral to Sir Francis Laforey, a descent was forced on the following morning by the troops commanded by Major-General Mac Farlane, under the immediate fire of his Majesty's ships *Warrior* and *Success*, aided by the British and Sicilian gun-boats, in the face of a formidable chain of batteries, with which every accessible part of the shore was perfectly fortified. These were turned and successively abandoned as our troops gained their footing.

“ About 250 or 300 men of the 1st Legere, in the first instance, fell into our hands. General Colonna who commanded, retired with his principal force into the castle, where he rejected a summons from Major-General Mac-Farlane, and held out until the 30th ult. when a breaching battery having been erected against his works, he surrendered upon terms of capitulation. As it was conjectured by the Admiral and myself that the success and promptitude with which the landing upon Ischia was effected, might probably operate an influence upon the adjacent garrison of Procidia, a summons was immediately sent to the Commandant thereof, who, in the course of the day, submitted to our proposed terms; an event which contributed most fortunately to the almost entire capture or destruction of a large flotilla of about forty heavy gun-boats, which attempted

their passage during the night and following morning to Naples from Gaeta, and expected to find protection, as well as co-operation, under the artillery of the fortress, in their passage through the narrow strait that separates the Island from the Main. This important service was executed by Captain Staines, of his Majesty's ship *Cyane*, assisted by the *Espoir* sloop, and the British and Sicilian gun-boats. It is with regret I add, that in a subsequent intrepid attack upon the frigate and corvette of the enemy in the Bay, the above gallant officer has received a wound, which must for some time deprive the service of his assistance.

"The amount of prisoners who have fallen into our hands already exceeds 1500 regular troops, exclusive of their killed and wounded, both of military and marine, in different partial encounters, which we have reason to think are considerable. Among the prisoners are a General of Brigade, two Colonels, and upwards of 70 officers of progressive ranks. Nearly 100 pieces of ordnance, with their corresponding stores, have also become our capture. It is with much greater satisfaction, however, my Lord, than any that can be derived from these local or momentary advantages, that I contemplate our success in the material and important object of diversion for which this expedition was designed. A considerable body of troops which had been recently detached from Naples as a reinforcement to the army in upper Italy, as well as almost the whole of the troops which had been sent into the Roman States to aid the late usurpation of the Papal dominions, were precipitately recalled on our first appearance on the coast; and I venture to hope that the check which has been operated, and which shall endeavour to preserve, will

have already, though remotely, contributed to support the efforts of our brave allies."

This expedition, though highly creditable to the officers by whom it was conducted, operated but slightly in favour of the cause for which it was intended.

In the preceding chapter, we slightly glanced at the unfortunate termination of Sir John Moore's campaign in Spain, and at the consequent embarkation of the British troops at Corunna, at the very commencement of the year. The particulars of this embarkation, conducted under the auspices of Admiral de Courcy, and of the general result of the fatal battle of Corunna, will be seen by the following extracts from the dispatches of the Admiral, of the 17th and 18th of January:—

"In the vicinity of Corunna the enemy have pressed upon the British in great force. The embarkation of the sick, the cavalry, and the stores went on. The night of the 16th was appointed for the general embarkation of the infantry; and, mean time, the enemy prepared for attack. At three P. M. an action commenced; the enemy, which had been posted on a lofty hill, endeavouring to force the British on another hill of inferior height, and nearer the town. The enemy were driven back with great slaughter; but very sorry am I to add, that the British, though triumphant, have suffered severe losses. I am unable to communicate further particulars, than that Sir John Moore received a mortal wound, of which he died at night; that Sir David Baird lost an arm; that several officers and many men have been killed and wounded; and that the ships of war have received all such of the latter as they could accommodate, the remainder being sent to transports.

"The weather is now tempestuous, and the difficulties of embarkation are great. All except the rear-guard are embarked, consisting perhaps at the present moment of 2600 men. The enemy having brought cannon to a hill overhanging the beach, have forced a majority of the transports to cut or slip. Embarkation being no longer practicable at the town, the boats have been ordered to a sandy beach near the light-house, and it is hoped that the greater part, if not all, will still be embarked, the ships of war having dropped out to facilitate embarkation.

" January 18.

"The embarkation of the troops having occupied the greater part of last night, it has not been in my power to detach the Cossack before this day; and it is with satisfaction I am able to add, that in consequence of the good order maintained by the troops, and the unwearied exertions of commissioner Bowen, the captains, and other officers of the navy, the agents, as well as the boats' crews, many of whom were for two days without food, and without repose; the army have been embarked to the last man, and the ships are now in the offing, preparatory to steering for England. The great body of the transports having lost their anchors, ran to sea without the troops they were ordered to receive, in consequence of which there are some thousands on board the ships of war. Several transports, through mismanagement, ran on shore. The seamen appeared to have abandoned them, two being brought out by the boats crews of the men of war, two were burnt and five were bilged. I cannot conclude this hasty statement without expressing my great obligations to

Rear-Admiral Sir Samuel Hood, whose eye was every where, and whose exertions were unremitted."

Notwithstanding this disastrous event, the English squadron continued to be actively employed on the coast of Spain. On the 27th of March, the Port of Vigo, and its dependencies surrendered to the Patriot Spaniards, and to the British naval force under Captain M^r Shirley, of the *Lively*; and on the 22d of May, Santiago surrendered to the same assailants:

On turning our eyes northward; we perceive that on the 29th of March, the gallant, but unfortunate King of Sweden, was compelled to sign an act of abdication; an act which there cannot be a doubt; has led to the peace between Sweden and Russia, by which the ports of the former country are shut against the shipping of England.

On the 18th of May, the little Danish Island of Anholt, in the Baltic, was reduced by a small squadron detached from the fleet of Sir James Saumarez. The garrison, consisting of 170 men, surrendered at discretion. The English had one marine killed, and two wounded. The acquisition of this island is important, as it furnishes water to the English fleet, and affords good anchorage to the trade going in or coming out of the Baltic.

A singularly gallant attack upon a Russian flotilla, which had taken a remarkably strong position, under Percola Point, in the Baltic, is thus recorded in the following extract of a letter from Captain Martin, of the *Implacable*, dated July the 9th:—

“The position taken by the Russian flotilla under Percola Point, seemed so much like a defiance, that I considered something was necessary to be done in order to impress these strangers with that sense of respect and fear which his Majesty’s other enemies are accustomed to shew to the British flag ; I therefore determined to gratify the anxious wish of Lieutenant Hawkey, to lead the boats of the ships named in the margin,* which were assembled by nine o’clock last night, and proceeded with an irresistible zeal and intrepidity towards the enemy, who had the advantage of local knowledge, to take a position of extraordinary strength within two rocks, serving as a cover to their wings, and from whence they could pour a destructive fire of grape upon our boats, which, notwithstanding, advanced with perfect coolness, and never fired a gun till actually touching the enemy, when they boarded sword in hand and carried all before them.

“I believe a more brilliant achievement does not grace the records of our naval history ; each officer was impatient to be the leader in the attack, and each man zealous to emulate their noble example, and the most complete success has been the consequence of such determined bravery ; of eight gun-boats, each mounting a 32, and 24-pounder, and forty-six men, six have been brought out, and one sunk ; and the whole of the ships and vessels (twelve in number) under their protection, laden with powder and provisions for the Russian army, brought out, and a large armed ship taken and burnt. * I have deeply to lament the loss of many men killed and wounded, and especially that most va-

* Implacable, Bellerophon, Melpomene, and Prometheus.

valuable officer Lieutenant Hawkey, who after taking one gun-boat, was killed by a grape-shot, in the act of boarding the second. No praise from my pen can do adequate justice to this lamented young man; as an officer, he was active, correct, and zealous, to the highest degree; the leader in every kind of enterprize, and regardless of danger; he delighted in whatever could lead to promote the glory of his country; his last words were, "Huzza! push on! England for ever!"

"Mr. Hawkey had been away in the boats on different services since last Monday, accompanied by Lieutenant Vernon, whose conduct in this affair has been highly exemplary, and shewn him worthy to be the companion of so heroic a man; but while I am induced to mention the name of Mr. Vernon, from his constant services with Mr. Hawkey, I feel that every officer, seaman, and marine, has a claim to my warmest praises, and will, I trust, obtain your favourable recommendation to the Lords Commissioners of the Admiralty. Lieutenant Charles Allen, of the Bellerophon, was the senior officer after Mr. Hawkey's death.

"I have just been informed, that Lieutenant Stirling, of the Prometheus, who was severely wounded, is since dead; his conduct in this affair was very conspicuous, and Captain Forrest speaks highly in praise of the zeal and activity of his services on every occasion. I am sure you will readily believe that Captain Forrest did not witness the preparation for this attack without feeling an ardent desire to command it, but I was obliged to resist his pressing importunity, as a matter of justice to Mr. Hawkey.

"The Russians have suffered severely in this conflict, the most moderate statement makes it appear that

two-thirds of them have been killed and wounded, or jumped overboard."

Another gallant little exploit was the seizure of Cuxhaven. On the 5th of June, a small English squadron, consisting of four gun-brigs and two sloops, from Heligoland, arrived at Cuxhaven, and drove the enemy out of that place, demolished the batteries, and obliged the municipality to lay down the buoys in the Elbe, which had been taken up by the French. The military force of this little expedition was only 120 men. The Dutch troops, who had been left in possession of the place fled, and the inhabitants testified the greatest joy at seeing the English flag once more flying in their port.

Very early in the year the French settlement of Cayenne was taken by Captain Yeo, of the *Confiance*, in conjunction with some small Portuguese vessels and troops. "On the 4th of January," says Captain Yeo, "it was determined by Lieutenant-Colonel Manoel Marques and myself, to make a descent on the east-side of the Island of Cayenne. Accordingly all the troops were embarked on board the small vessels, amounting to 550, and 80 seamen and marines from the *Confiance*, and a party of marines from the *Voador* and *Infante* brigs. On the morning of the 6th, all dropt into the mouth of the river. In the evening I proceeded with ten canoes and about 250 men, to endeavour to gain possession of two batteries; the one Fort Diamant, which commands the entrance of the River Mahuree, the other Grand Cane, commanding the great road to the town of Cayenne. The vessels with the remainder of the troops, I intrusted to Captain Salgado, of the *Voa-*

dur, with orders to follow me after dusk, to anchor in the mouth of the river Mahuree, and wait until I gained the before-mentioned batteries; when on my making the signal agreed on, he was to enter the river and disembark with all possible dispatch. I reached Point Mahuree at three o'clock next morning, with five canoes; the others being heavy, could not keep up. We then landed in a bay half way between the two batteries. The surge was so great that our boats soon went to pieces. I ordered Major Joaquim Manoel Pinto, with a detachment of Portuguese troops, to proceed to the left, and take Grand Cane; while myself, accompanied by Lieutenants Mulcaster, Blyth, and Read, (of the royal marines); Messrs. Savory, William Taylor, Forder, and Irwin, proceeded to the right with a party of the *Confiance*, to take Fort Diamant, which was soon in our possession, mounting two twenty-four and one brass 9-pounder, and 50 men. I am sorry to add that Lieutenant John Read, of the royal marines, a meritorious young officer, was mortally wounded, as also one seaman and five marines badly. The French captain and commandant, with three soldiers, killed, and four wounded. The Major had the same success: the fort, mounting two brass 9-pounders and forty men; two of the enemy were killed. The entrance of the river being in our possession, the signal agreed on was made, and by noon all were disembarked. At the same time I received information of General Victor Hugues having quitted Cayenne, at the head of a thousand troops, to dispossess us of our posts. Our force being too small to be divided, and the distance between the two posts being great, and only twelve miles from Cayenne, it was determined to dismantle Fort Diamant, and collect all our

forces at Grand Cane. I therefore left my first lieutenant, Mr. Mulcaster, with a party of the *Confiance*, to perform that service, and then join me. On arriving at Grand Cane, I perceived two other batteries about a mile up the river, on opposite sides, and within half gun-shot of each other; the one on the right bank called *Freo*, on an eminence, commanding the creek leading to Cayenne, the other at the opposite side at the entrance of the creek leading to the house and plantation of General Victor Hugues, and evidently erected for no other purpose than its defence. At three o'clock I anchored the *Lion* and *Vinganza* cutters abreast of them, when a smart action commenced on both sides for an hour, when finding the enemy's metal and position so superior to ours, the cutters having only four-pounders, and many of our men falling, from the incessant shower of grape-shot, I determined to storm them, and therefore directed Mr. Savory (the purser) to accompany a party of Portuguese to land at General Hugues battery, at the same time proceeding myself, accompanied by Lieutenant Blyth, my gig's crew, and a party of Portuguese troops, to that of *Freo*, and though both parties had to land at the very muzzles of the guns, keeping up a continual fire of grape and musketry, the cool bravery of the men soon carried them, and put the enemy to flight; each fort mounted two brass 9-pounders, and fifty men. This service was scarcely accomplished, before the French troops from Cayenne attacked the Colonel at Grand Cane. Our force, then much dispersed, I therefore without waiting an instant, ordered every body to the boats, and proceeded to the aid of the Colonel, who with his small force had withstood

the enemy; and after a smart action of three hours, they retreated to Cayenne. At the same time, 250 of the enemy appeared before Fort Diamant; but perceiving Lieutenant Mulcaster prepared to receive them, and imagining his force much greater than it was, they, on hearing the defeat of their General, followed his example. There was yet the strongest post of the enemy to be taken, which was the private house of General Victor Hugues: he had besides the fort above-mentioned, planted before his house a field piece and a swivel, with a hundred of his best troops. It is situated on the main, between two and three miles in the interior, at the end of an avenue the same length from the river, on the right of which is a thick wood, and on the left the creek Fouille. I have also to remark, that there is nothing near appertaining to government, or for the defence of the colony. On the morning of the 8th I proceeded; accompanied by Lieutenant Mulcaster, Messrs. Savory and Forder, with some seamen and marines of the *Confiance*, and a party of Portuguese troops, with a field piece, to take the said post; but as my only object was to take the troops prisoners, by which the garrison of Cayenne would be much weakened, I dispatched Lieutenant Mulcaster in my gig, with a flag of truce, to acquaint the officer commanding, that my only object was to take the post, for which I had force sufficient; and though I might lose some men in taking it, there could be no doubt as to the result; I therefore requested for the sake of humanity, he would not attempt to defend a place not tenable; but that I was determined, if he made an useless resistance in defending a private habitation, against which I gave him my honour no harm was intended, I should consi-

der it as a fortress, and would level it with the ground. The enemy's advanced guard allowed the flag of truce to approach them within a boat's length, then fired two volleys at them and retreated; I then landed; but reflecting it was possible this outrage was committed from the ignorance of an inferior officer, I sent Lieutenant Mulcaster a second time, when on his approaching the house, they fired the field-piece at him. Finding all communication that way ineffectual, yet wishing to preserve the private property of a general officer, who was perhaps ignorant and innocent of his officers' conduct, I sent one of the General's slaves to the officer with the same message, who returned with an answer, that any thing I had to communicate must be in writing; at the same time he fired his field piece as a signal to his troops who were in ambush on our right in the wood, to fire, keeping up a steady and well-directed fire from his field piece at the house. It was my intention to have advanced with my field piece; but finding he had made several fosses in the road, and the wood being lined with musketry, not a man of whom we could see, and the field-piece in front, I ordered ours to be thrown into a fosse, when our men, with cheers, advanced with pike and bayonet, took the enemy's gun: they retreated into the house, and kept up a smart fire from the windows; but on our entering they flew through the back premises into the wood, firing as they retreated. Every thing was levelled with the ground except the habitations of the slaves. As we received information that about four hundred of the enemy were about to take possession of Beauregard Plain, on an eminence which commanded the several roads to and from Cayenne, it was determined between the Lieute-

nant Colonel and myself to be before-hand with the enemy, and march our whole force there direct. We gained the situation on the enemy on the 9th, and on the 10th Lieutenant Mulcaster and a Portuguese officer, (Lieutenant Bernardo Mekillis), were sent into the town with a summons to the General. In the evening these officers returned, accompanied by Victor Hugues's Aid-Je-camp, requesting an armistice for 24 hours to arrange the articles of capitulation. This being granted, and hostages exchanged, on the 11th the Lieutenant-Colonel and myself met the General, and partly arranged the articles. A second meeting on the morning of the 12th finally fixed them; and on the morning of the 14th, the Portuguese troops and British seamen and marines marched into Cayenne, and took possession of the town. The enemy, amounting to 400, laid down their arms on the parade, and were immediately embarked on board the several vessels belonging to the expedition: at the same time the militia, amounting to 600, together with 200 blacks, who had been incorporated with the regular troops, delivered in their arms."

The capture of Senegal, on the coast of Africa, next deserves to be noticed. Some depredations having been committed on the trade in the neighbourhood of Senegal, by small privateers fitted out there, Captain Columbine, and Major Maxwell, commanding the garrison of Goree, determined to make an attack upon the place, and proceeded against it on the 4th of July, with the Solebay, Derwent sloop, and Tigress gun-vessel, and some merchant and smaller vessels, having on board a detachment of one hundred and sixty men from

Goree. The enemy at first appeared disposed to offer some resistance, but the detachment being landed, together with one hundred and twenty seamen, and fifty marines, the enemy's force, consisting of one hundred and sixty regulars, and two hundred and forty militia, retreated, and on the 13th a capitulation was signed, by which the Island of St. Louis and its dependencies were surrendered to the British forces; the garrison being conveyed to France as prisoners of war, not to serve against his Majesty or his allies, until regularly exchanged.

The only loss sustained by the English on this service was that of Captain Frederick Parker, of the *Derwent*, Mr. Francis Atterby Sealy, midshipman of that sloop, and six seamen drowned in attempting to cross the bar of Senegal.

Captain Columbine speaks in high terms of the conduct of the officers and men employed on the occasion.

On the 11th of July, the *Solebay*, in moving up the river, got on shore and was wrecked, but all her men and part of the stores were saved.

In the West Indies, the naval and military forces of Britain were this year eminently successful. The capture of Martinique by Admiral Sir Alexander Cochrane and General Beckwith, was one of the first achievements; the early proceedings relating to which, will be seen in the following extract of the Admiral's letter, dated February 4, off Martinique:—

“ Having on the 20th of January received a letter from Lieutenant-General Beckwith, informing me that in consequence of some alteration of circumstances he was induced to proceed on the attack of Martinique. and

expressed a wish to see me at Barbadoes, in order to make the final arrangements. I lost no time in meeting him there for that purpose; and having embarked all the troops, I committed the principal landing of the army intended to be put on shore at Bay Robert, to Captain Beaver, of his Majesty's ship *Acasta*, who had Lieutenant-General Beckwith, the commander of the forces, with him; Major-General Sir George Prevost, commanding the division, being embarked on board the *Penelope*. By the inclosed letter from Captain Beaver, their Lordships will see that he completed this service with his usual ability, on the 30th of January, and morning of the 31st, whilst the other division, under Major-general Maitland, was landed on the 30th at St. Luce, under the superintendence of Captain Fahie, of the *Belleisle*, who had formed the most judicious arrangement for the purpose.

“ About six hundred men were detached on board his Majesty's ship *York*, under the command of Major Henderson, of the Royal York Rangers, to take possession of the battery at Point Soloman, in order to secure a safe anchorage for the men of war and transports; after effecting this the Rangers pushed on, and invested the fort of Pigeon Island, on which a mortar was brought to bear so early as the 1st instant, but not finding the fire of that sufficient, nine others, including howitzers, were landed, five of which were got up to the top of a commanding height, by the very great exertions of Captain Cockburn, of the *Pompee*, and the seamen under his orders, who ably gave support to the Brigadier-Generals Sir Charles Shipley and Stehelin, in completing the batteries, which opened last night at six o'clock, with such effect as to oblige the enemy to

capitulate this morning; and one hundred and thirty-six persons that were in the fort surrendered themselves prisoners of war. Our loss consisted of two seamen killed, and one soldier of the Royal York Rangers wounded; the enemy's of five killed, and several wounded.

"In order to cut off the retreat of the enemy, I previously sent the *Æolus* and *Cleopatra* frigates, and the *Recruit* sloop of war, to the upper part of Fort Royal Bay; when this was perceived the enemy set fire to, and destroyed the *Amphitrite* frigate, of forty-four guns, and all the shipping in the harbour; having on our first landing burnt the *Carnation* at Marin, also a corvette at St. Pierre's on the following night.

"The army under Lieutenant-General Beckwith having advanced towards the height of Surirey, fell in with the enemy on the first instant, who was defeated with considerable loss; since then two actions have taken place, which has given to his Majesty's forces possession of the before mentioned heights commanding Fort Bourbon."

The final operations which terminated in the complete capture of the island of Martinique and its dependencies, are thus related in Admiral Cochrane's official letter to the Admiralty, of the 25th of February:—

"The Lord Commissioners of the Admiralty will have been informed, that it was intended to open a fire on the enemy from four batteries on the 17th instant, in addition to his own guns turned upon him from Fort Edward, which was accordingly done at half past four in the afternoon, the time appointed.

"The enemy at first returned the fire with spirit, but

it gradually slackened until the following morning, and then entirely ceased, except at long intervals, which made it evident he was beaten from his guns.

“ While the batteries were kept constantly firing on the enemy from the western side, Captains Barton and Nesham, of the York and Intrepid, with about 400 seamen and marines, continued to be employed in getting the heavy cannon, mortars, and howitzers, up to Mount Surirey from the eastern side of the fort, which was a service of the utmost labour and difficulty, owing to the rains and deepness of the roads; but notwithstanding which, a battery of four 24-pounders and four mortars was finished by the 22d, and the guns mounted ready for service.

“ On the following day several more guns were got up and ready to be placed in an advanced battery, intended to consist of eight 24-pounders; a similar battery was preparing to the westward, and the whole would have been in a state to open on the enemy by the 26th, had not a flag of truce been sent from the Fort on the 23d, with proposals for a surrender, on the principle of being sent to France on parole; but Lieutenant-General Beckwith, the Commander of the forces, and myself, not judging it proper to accede to such terms, the batteries, which had before opened their fire, recommenced the attack at half past eight o'clock in the evening, and continued it without intermission during the night.

“ The next morning, a little past six o'clock, one of the magazines in the fort blew up with a great explosion, and soon afterwards three flags of truce were hoisted by the enemy, and hostilities ceased on our part.

“ A letter was then received from the Captain-Gen-

ral Vilaret Joyeuse, requesting that commissioners might be appointed on both sides to settle the terms of capitulation, which was agreed to, and Lieutenant-General Sir George Prevost and Major-General Maitland, were named by the Commanders of the forces, and Commodore Cockburn by me. These officers were met by the General of artillery, Villaret (the Captain-General's brother), and Colonels Montfort and Roger, in a tent erected for the purpose, between the advanced piquets on each side, when the terms were settled and ratified before midnight, a copy of which I have the honour to inclose.

" This morning a detachment of troops took possession of the Bouille Redoubt, and the ravelines and gateway of Fort Bourbon on the land side; and the garrison will be embarked in the course of eight days in transports, and his Majesty's ships *Belleisle* and *Ulysses* will proceed with them as a guard to Europe.

" I now beg leave to congratulate their Lordships on the happy termination of a siege, which was, by the uncommon exertions of the army and navy, brought to a close within twenty-eight days from the sailing of the expedition from Barbadoes.

" The fire kept up by the batteries was irresistible; the enemy was driven from his defences, his cannon dismounted, and the whole of the interior of the work ploughed up by the shot and shells, within five days after the batteries opened.

" Never did more unanimity prevail between the two services than on the present occasion. One sentiment, one wish, pervaded the whole; and they looked with confidence to a speedy and glorious termination of their toils.

“I had on this service the happiness to act with Lieutenant-General Beckwith, an officer I have long been in the habits of intimacy with, from whose zeal I had every thing to expect, and which the recent events have so fully realized. He did me the honour to consult me on various occasions, and his communications and co-operations were friendly and cordial, which, on all conjunct expeditions, is the surest pledge of success.

“I have already informed their Lordships, that I entrusted the whole of the naval arrangements on shore to Commodore Cockburn. His exertions have been unremitting, and his merit beyond my praise. He speaks in terms of high approbation of the able support and assistance he received from Captains Barton, Nesham, and Brenton, whom I had selected to act with him. To all these officers, and the Lieutenants and other officers, petty officers, seamen, and marines, immediately under their commands, I feel truly obliged, for performing the arduous duties imposed upon them. The seven gun battery at Folville was entirely fought by seamen, from which the enemy suffered severely.

“I have also the fullest reason to be thankful to the other officers and men of the squadron employed on the blockade and reduction of the island, for their general activity and emulation.”

At the commencement of the operations against Martinique, the *Cleopatra*, Captain Peckhell, had the good fortune, after a very spirited action, to capture the *Topaze* French frigate in that neighbourhood. Respecting this action, Captain Peckhell in his letter to Admiral Cochrane, states as follows:—

“In consequence of separating from his Majesty’s ship Jason, and there being no probability of communication either with Captain Maude or Captain Pigot, of the Latona, and Senior officer of the blockading squadron, I beg to inform you, that yesterday, in obedience to the signals made to me by Captain Maude, I chased a ship in the N. N. W. which I shortly afterwards made out to be a French frigate, who, on seeing us, hauled close in-shore, and anchored under a small battery a little to the southward of Point Noir, having ascertained that they were securing her, (by springs on her cables, and others fast to the trees on shore,) as well as her situation would permit, I made every preparation for attacking her, the wind being at this time from the southward and westward, but very light and variable; at half past two P. M. we got the true breeze, and turned up to windward, till within a cable’s length of the shore, and half musket shot distant from the enemy, which was effected at five o’clock, when his firing commenced. I saw from the shape of the land, and the shoal water between us, that I could not close without danger of being raked, I was therefore obliged to anchor in six fathoms and a half, and returned his fire, which fortunately cut away his outside spring, when he swung in shore with his head towards us, giving us the advantage I refused him before; this I so effectually preserved, that he never afterwards got more than half his broadside to bear; we thus engaged for forty minutes, when the Jason and Hazard came up, the former having taken a position on her starboard quarter, and firing her bow guns, the Hazard at the same time directing hers to the fort, the enemy hauled down his colours, finding he was not able to sustain so

unequal a combat. She proves to be the French national frigate *T'opaze*, carrying 48 guns, 24, 18, and 36 pounders, commanded by Monsieur Lahalle, Capitaine de frigate, with a complement of three hundred and thirty men. She has been from Brest forty-seven days, and had on board one hundred troops, and one thousand one hundred barrels of flour for Cayenne, but meeting with superior force off that port, she was obliged to push to Guadaloupe.

"Our loss is comparatively small with that of the enemy, having only two killed and one wounded, as his guns were chiefly pointed at our masts and rigging, which he succeeded in cutting very much, most of our fore and main rigging shot away, and had we been under sail, must have lost our main topmast; on the other side twelve killed and fourteen wounded, as near as can be ascertained, for the instant her colours were hauled down, one-third at least took to the water, and several were either killed or drowned in attempting to effect their escape.

"Having thus, Sir, given you the detail, it becomes a pleasing duty to me to represent the zeal with which Captain Cameron, of the *Hazard*, offered his service before the action, and had the wind allowed him to get up sooner, would have attacked the fort, and thereby prevented many of the troops getting on shore. I am happy, also, in having an opportunity of bearing testimony to the gallantry displayed by the officers and crew of his Majesty's ship under my command; and beg leave to recommend my first Lieutenant Simpson to their Lordships' notice; also Lieutenants Puckingham and Lambert, as good officers, and every way deserving their Lordships' favour."

The reduction of the Saints Islands, in April, was preceded by the capture of the D'Hautpoult, a fine new 74 gun-ship, by la Pompee, Captain Fahie, one of the blockading squadron, on the 16th of that month. "About forty minutes after nine o'clock (says Captain Fahie) the lower Saint bearing east about a mile and a half, I distinctly saw three large ships coming down under all sail, and followed closely by the Hazard and several others of the in-shore squadron, with the signal for their being the enemy. At ten o'clock I closed up with the sternmost ship, and endeavoured to stop her, by the discharge of two broadsides, but being under a press of sail, and a strong breeze, steering away W. S. W. she succeeded in crossing us, without returning our fire. Our exertions to close her continued unremitting. The night set in extremely dark, but fortunately we never for a moment lost sight of the enemy. At four o'clock I brought him to close action, and continued hotly engaged with, and constantly nearing him, until a quarter past five, when both ships being complete wrecks in their rigging and sails, and within their own lengths of each other, the Pompee nearly unmanageable, and the enemy entirely so, she surrendered."

The proceedings of his Majesty's forces, at the reduction of the Saints, which immediately followed the capture of the Hautpoult, are thus elegantly and perspicuously detailed by Major-General Maitland, the military officer, who had been detached on that service:—

"We sailed from Fort Royal Bay on the 12th; Captain Beaver of his Majesty's ship *Acasta*, who was Commodore of the division, left the squadron under

charge of Captain Carthew, of his Majesty's ship *Gloire*, and went forward to meet Rear-Admiral Sir Alexander Cochrane. The 13th was passed in examining the enemy's positions, and in making arrangements.

"The disembarkation was fixed to be at six o'clock in the morning of the 14th, but a bad night separated our ships. By ten they were collected. Soon after, the *Acasta* led in through a very narrow channel which was buoyed on each side. The *Gloire*, *Narcissus*, and *Circe* followed; the *Intrepid* about an hour after, but the *Dolphin* not until next day. His Majesty's ships anchored opposite the little bay, *Bois Joly*. The landing was meant to have been at the next to the eastward, called *Ance Vanovre*. As much time, it was then seen, would be lost by persevering to go to *Ance Vanovre*, because the boats would have had a long row against wind and current, we landed at *Ance Bois Joly*; a secure landing, though a stony beach, protected by the fire of the frigates. We experienced no opposition except a cannonade from the *Islet of Cabrit*, the guns of which fired over the ridge among the shipping.

"When advanced to the first ridges, we found the enemy occupied the great mountain which is above eight hundred feet high, called *Mount Russel*. This was immediately on our right, nor could we advance. The rifle companies of the 3d and of the 4th battalions of the 60th regiment, were ordered to dislodge the enemy. The exertions of these companies, under Captains *Dolling* and *Lupton*, was great; the ascent no less steep than an angle of fifty degrees, covered with bush and prickly pears, they most gallantly effected the service, and drove back the enemy, who suffered considerably.

The rifle companies were supported to the right by the flank companies of the 3d West India regiment, and one company of the Royal York Rangers, led by Lieutenant-Colonel Campbell, deputy Adjutant-General, whom I detached for this service. We had now a strong position. Before us were the enemy's three forts, showing stout garrisons, and three line-of-battle ships and two frigates in the harbour. The large ships were full of men. We found, however, we could not advance without being flanked on our left by the fort on Isle de Cabrit. Two eight-inch howitzers were immediately landed, a battery quickly constructed by Lieutenant Hobbs, of the Royal Engineers, Brigadier-General Stehelin, of the Royal Artillery, and all his officers and men, were most strenuous, and before six that evening our battery opened on the enemy's squadron at a very fair distance. About an hour after, there were indications that the French squadron was about to push out, and by eight it was not doubtful. Not a moment was lost; Captain de Courcy, of the quartermaster-general's department, was sent by me to Captain Beaver, of the *Acasta*, and we fired six rockets from a head-land, at five minutes interval, being the signal fixed on by the Admiral. About ten at night, the three French line-of-battle ships were seen to go through the windward passage. Next morning, (the 15th instant), the *Intrepid* was the only line-of-battle ship in sight.

"The difficulty of advancing on the west side of the island forced us to re-embark the greater part of our troops, to land at Ance Vanorve, but as the enemy occupied a strong and commanding position on the east side of this bay, Lieutenant-Colonel Prescott, with the flank companies of the 3d West India regiment, and

the two rifle companies of the 60th, and Major Henderson, with the reserve, were ordered to descend from Mount Russel to protect the landing, and to dislodge the enemy. This was well executed, and we gained a favourable position, whence our mortars could reach Fort Napoleon at a proper distance, as well as the fort on the islet. A mortar battery of two thirteen-inch, and four ten-inch was immediately begun, and carried on with unremitted exertions; all our men volunteering every labour. Between the enemy's Forts Napoleon and Morelle and us, was a middle ridge which was on the back of the town, and held by the enemy. On the night of the 15th, a strong piquet of the enemy was surprized by two companies of the Royal York Rangers, commanded by Captain Strake and Lieutenant White. The French had one officer and seventeen men bayoneted, and twelve prisoners were brought away. This affair was highly creditable to the officers named. The night following we determined to occupy the middle ridge, and confine the enemy within his works. Major Alen was ordered with the two flank companies of the 3d West India, and a flank company of the 8th West India, for this service; he was supported by part of the Royal York Rangers under Major Henderson. The position was taken up without opposition, but about eight next morning the enemy advanced from Forts Napoleon and Morelle, to recover this ground. A sharp action took place, the whole of the York Rangers, and the rifle companies of the 60th supporting our black troops. The ground lay open in great part to the grape shot from Forts Napoleon and Morelle, and to round shot from Islet de Cabrit; but all our troops were un-

daunted ; none were more brave or active than the flank companies of the 3d West India regiment, and a flank company of the 8th West India, under Major Alen. The enemy was driven back with loss, and our possession of the ground completely secured. On this occasion our loss was about thirty men killed and wounded.

“ I omitted to say that the two French frigates, both loaded with flour, took their chance of escaping on the forenoon of the 15th. They went through the windward passage, keeping a little from the wind, to gain the shore of Guadaloupe. The leading frigate was engaged by his Majesty's ship *Intrepid*. This frigate however doubled the point of Vieux Fort, was followed by the other, and both escaped into Basse Terre.

“ About the middle of the day, yesterday, the 17th, the French commandant, Colonel Madier, sent a flag of truce to enter into terms. They expected what we would not concede, and they submitted to what we were willing to grant. They are prisoners of war.

“ I understood their number to be from seven to eight hundred ; of this number six hundred were landed by the French squadron.

“ We are to take possession of the forts this evening at four o'clock. The French will be immediately embarked, and I shall proceed to carry the remainder of your orders into execution without loss of time.

“ The navy has most cordially supported us ; Captain Beaver, of his Majesty's ship *Acasta*, has encreased that character which I know his conduct at Bay Robert, Martinique gained. His arrangement and presence of mind render him particularly qualified for joint operations. Captain Carthew, of the *Gloire*, and Captain

Malcolm, of the *Narcissus*, also merit the warmest acknowledgement; and I am also much obliged to the Hon. Captain Bertie of his Majesty's ship *Dart*, who acted on shore."

Some single actions of considerable brilliancy occurred in the early part of the year; the most particular of which was that between the French frigate *Niemen* and the *Amethyst*, commanded by Captain Michael Seymour, whose unsurpassed gallantry, in the capture of the *Thetis*, another French frigate of superior force to the *Amethyst*, at the close of the preceding year, is duly noticed in an earlier part of this volume, the following is Captain Seymour's modest account of the action:

"Amethyst, off Ushant, April 12, 1809.

"MY LORD,

"I have very sincere pleasure in acquainting you of the capture of *le Niemen*, a fine new French frigate of forty-four guns, twenty-eight of which are 18-pounders on the main-deck, and three hundred and nineteen men, copper fastened, two days from Verdun Roads, with six months provisions and naval stores on board, and bound to the Isle of France, commanded by Monsieur Dupotet, Capitaine de frigate, a distinguished officer, who defended his ship with great ability and resolution.

"At eleven in the forenoon of the 5th instant, the wind at East, *Emerald* North within signal distance, *Cordovan* bearing E. by N. forty-two leagues, a ship was perceived in the E. S. E. coming down steering to the westward, which hauled to the S. S. E. on making us-out. She was immediately closed, but at twenty

minutes past seven, we lost sight of her and the Emerald, and had not gained on the chase.

“After dark the Amethyst’s course was shaped to meet the probable route of an enemy, when at half past nine we crossed one, but though within half gun shot at eleven, from which time till one, the bow and stern chasers were exchanging, her extraordinary sailing prevented our effecting any thing serious. From one till half past three A. M. on the 6th the action was severe, after which the enemy’s main and mizen masts fell; his fire became faint, was just silenced, while ours continued as lively as ever, when the Arethusa appeared, and on her firing he immediately made a signal of having surrendered, and proved to be the same frigate recommended to my notice in your Lordship’s order of the 9th ultimo. She fell on board us once in the contest; she had forty-seven killed, and seventy-three wounded. The main and mizen-masts of the Amethyst fell at the close of the action, and she had eight killed, and thirty-seven wounded.

“To render just praise to the brave and admirable conduct of every officer and man of this ship’s company (of whom two officers and 37 men were absent in prizes, the prisoners from which 69 were on board; I am perfectly unequal. The great exertions and experience of the first Lieutenant, Mr. William Hill, and Mr. Robert Fair, the master, I am particularly indebted for, Lieutenants Waring and Prytherch, of the royal marines, deserve my best thanks.

“The Prize’s foremast fell next day, and I left her in tow of the Arethusa, who afforded us in every instance the most prompt assistance, and by Captain Mudge’s desire I write.

"In justice to a most vigilant officer, I have to observe, that from the Emerald's situation, even Captain Maitland's skill would not avail him in getting up to the enemy, and the darkness and squally weather in the early part of the night precluded all hope of his keeping sight of the Amethyst."

"I have the honour to be, &c.

"SEYMOUR,"

"*Right Honourable Lord Gambier, &c.*"

The capture of the *La Furieuse*, one of the French frigates which escaped from Martinique at the period of the investment of that island, by the *Bonne Citoyenne* sloop of war, was another action which conferred distinguished honour on the English officers and crew. The wonderful disparity of force between the contending ships, and the extraordinary gallantry displayed by Captain Mounsey, and the crew of *La Bonne Citoyenne*, will furnish an ample excuse for the insertion of that officer's official letter to Sir J. B. Warren, his Commander-in-Chief, announcing the capture. It is as follows:—

"*His Majesty's Sloop Bonne Citoyenne,
Halifax, 2d August, 1809.*"

"SIR,

"I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the 18th day of June, having sailed from Spithead in company with his Majesty's ship *Inflexible*, and the *Quebec* trade, on the 2d. of July, in latitude 44 degrees north, longitude 27 degrees west, I had the misfortune to lose sight of the convoy in reconnoitring a strange suspicious sail astern, and by traversing be-

between the parallels of 43 and 44 degrees north, edging to the westward in proportion to the distance I supposed they would sail with such winds, in order to regain the fleet; I had the good fortune, on the 5th, at three P. M. in latitude 43 degrees 41 minutes north, and longitude 34 west, to fall in with a French frigate in the act of taking possession of a large English merchant ship, which they shortly relinquished on our approach, and steered to the northward under a press of sail. Finding they did not answer the private signal, I immediately bore up in pursuit, and, after a chase of eighteen hours, at twenty-five minutes past nine A. M. on the 6th, had the satisfaction to lay his Majesty's sloop along-side within pistol-shot of the enemy, who had brought to to engage us.

"A brisk cannonade with round and grape immediately commenced, and the combat continued with unabated fury, gradually closing until sixteen minutes past four P. M. when, our powder being nearly all expended, I determined to carry her by boarding with all hands, at the instant of laying her on board for that purpose, they called out they had surrendered, and struck their colours to his Majesty's sloop. Thus ended a conflict obstinately maintained for six hours, and fifty minutes, during which the enemy fired away more than seventy broadsides, whilst his Majesty's sloop, not less sparing, discharged one hundred and twenty-nine destructive broadsides, alternately from the starboard and larboard sides, as circumstances would permit me, to change her position with advantage, so as to avoid the necessity of slackening our fire from the guns being overheated: three of which were dismounted and rendered useless early in the action.

"She proved to be *La Furieuse*, a French frigate of the largest class, that escaped from the *Saintes* on the 1st of April, commanded by Captain Le Morant Ker Daniel, pierced for forty-eight guns; but having only twelve forty-two pound carronades and two long 24-pounders on the main-deck, with six of smaller calibre; forty soldiers at small arms, her full proportion of officers, and a complement of two hundred men, besides the Colonel, two Lieutenants, and a detachment of the 66th regiment of the line; partly loaded with sugar and coffee, and sailed from *Basse Terre* the 14th of June, bound to France: is seven years old, and sails very fast.

"After a hard contested action, a most arduous duty still remained to be performed. On taking possession we found the frigate in a most perilous state, with fourteen shot-holes between wind and water, and five feet water in her hold. Her top-masts, and all her yards (except the cross-jack and spritsail) shot away, and her lower masts so badly wounded as to render it almost impossible to prevent them from falling, with more than seventy men killed and wounded, whilst his Majesty's sloop was reduced to a mere wreck, having all her lower masts badly wounded in several places, as well as the fore and main top-masts and mizen top-mast shot away, nearly all the standing and every part of the running rigging, sails, boats, &c. cut to pieces. After securing the prisoners (the weather being very favourable during the night), by the exertions of Mr. Sandon, second Lieutenant, and Mr. Atwater, the carpenter, several of the most dangerous shot-holes were stopped, so as to enable them to keep the ship free: but all their efforts to save her masts proved ineffectual,

as the main and mizen-masts went overboard the next day, leaving the bare foremast standing, wounded in three places.

“ The indefatigable exertions of every officer and man in the *Bonne Citoyenne* in fishing and securing her masts, so as to be able to take the frigate in tow, and surmounting every other difficulty, merits my warmest praise and admiration ; and I feel highly gratified in reporting to their Lordships, that nothing could exceed the animated zeal and unwearied intrepidity of the officers, seamen, and royal marines, whom I have the honour to command, in a contest with an enemy apparently of so great a disparity of force ; and I beg particularly to mention the able assistance that I received from Mr. Symes, the first, and Mr. Sandon the second Lieutenant, and Mr. Williamson, the Master, which contributed greatly to the success of the action ; Mr. Scott the Purser, Mr. John Black, and Mr. M'Auley, passengers, in the handsomest manner volunteered their services, assisted at the guns, and wherever they could make themselves most useful ; and Mr. Stewart the surgeon deserves much praise, for his humanity and great attention to our own as well as the wounded prisoners ; indeed the patience with which all hands have borne the extreme fatigue and privation of being constantly on deck for twenty-five days and nights, does them infinite credit, and urges me to so long a detail.

“ Thus circumstanced, I was induced to make the best of my way to this port, where I arrived with the prize on the 1st instant. The *Bonne Citoyenne*, requiring three lower masts, topmasts, &c. to enable her

to proceed in the prosecution of their Lordships' orders.

"I am happy to say our loss has been inconceivably small, which I can attribute only to the lowness of the *Bonne Citoyenne's* hull, and being so close under the the enemy's guns.

"I have the honour to be, &c.

"W. MOUNSEY."

For this exploit Mr. Mounsey was promoted to the rank of Post Captain, and appointed to the command of the frigate which he had taken.

In addition to the official particulars relating to the proceedings of Walcheren, in the month of August, which have already been given, the following letter from Captain Hanchet, of the *Raven* sloop, to Capt. Owen, of the *Clyde*, will be found to contain some interesting particulars, highly to the credit of the writer :—

"*His Majesty's Sloop Raven, off the Elleborg, August 4.*

"SIR,

"In obedience to your signal to chace, of yesterday afternoon, I have the honour to inform you, that when coming up abreast of Flushing, I observed the boats of the squadron under a very galling fire, and conceived it my duty to give them every protection his Majesty's brig under my command could afford; I accordingly ran in for the mouth of the Scheldt, receiving the fire of five batteries on Cadsand, and of the whole sea front of Flushing in passing. I had the satisfaction of drawing the fire off the boats commanded by Lieutenant Strahan, of the *Clyde*, which were pulling after the enemy's vessels with the greatest gallantry. The enemy were driven from the battery of Breshens by our fire,

the boats we brought safe down, and the gun-vessels retreated into the harbours on each side.

"Considering the heavy fire of shot and shells we were exposed to for four hours in beating down, the grape coming on board us from Flushing, while the round shot from the batteries on Cadzand were passing through us, our loss is comparatively small, there being only myself and eight men wounded.

"We have suffered severely in our hull, masts, and rigging; two of our guns were dismounted, the top-masts shot away above the lower caps; the main-mast, bowsprit, and main-boom rendered unserviceable, and the sails and rigging completely cut to pieces.

"I beg leave to recommend, in the strongest manner, the gallant conduct of Lieutenants Wills and Hall, whose zeal and attention on this and on every other occasion merits my warmest thanks. Mr. Robert Dunlop, acting master, attended to his station with the greatest coolness, as well as Mr. W. Preston, surgeon, who did not leave the deck until called down to attend the wounded; and Mr. Cowley, purser, who volunteered to attend the signals, and was on the poop with me the whole time; and I cannot too highly appreciate the steadiness and courage displayed by every officer and man in the *Raven*, while engaging the batteries in this pass, so well prepared for our reception, and in sight of both armies and which has been thought before formidable even to fleets.

"I have the honour to be with respect,

"Sir, your most obedient humble servant,

"J. M. HANCHET, Captain."

"*To Captain Owen, &c. Clyde.*"

Amongst other instances of determined courage, we feel much satisfaction in being enabled to state the following: Mr. Row, commander of his Majesty's gun-brig *Censor*, who so gallantly distinguished himself on this occasion, has been twelve years a Lieutenant, always employed on the most active service, and remarked for his general steady good conduct. Early in the month of August he received intelligence of the enemy's design to send thirteen gun-vessels from Delfzyl to Flushing, and thought of frustrating their designs by cutting them out in the night; and in consequence, on the afternoon of the 10th, proceeded in the boats of the *Censor* and *Brudagaren*, with fifty men; but on their arrival, had the mortification to find the flotilla had sailed. He then determined to storm the fortress, in which he was gallantly seconded by Lieutenant Dobson, commanding *Brudagaren*, who volunteered his services upon the occasion. The natural obstacles which existed prevented their landing nearer than seven miles from the town, owing to a great surf beating against the piles, and a strong wind blowing dead upon the shore; the landing was effected about half an hour before sun-rise. It being broad day-light when they entered the fortress, they were only able to spike the guns of its principal bastion, consisting of four long 24-pounders, and making a serjeant of artillery and his guard prisoners: by that time the garrison, consisting of three hundred and fifty men, were upon the alert, which made it necessary to retreat; this was effected under a galling fire from the soldiery, which was maintained until our brave tars reached their boats, which they had to launch through the mud about a quarter of a mile, without the smallest loss on our side.

The following instance of persevering bravery, as recorded in a letter from Captain Frazer Smith, late of the merchant ship *Neptune*, of Greenock, dated Lima, April 25, 1809, has scarcely ever been exceeded by any class of the British marine :—

“ We had a tedious passage round Cape Horn ; spoke an American whaler, and gave two broadsides to a Portuguese man of war, who we thought was a Frenchman. We put into several places along the coast of Peru without molestation ; but one morning as we lay at anchor in a creek, we saw a privateer standing right in upon us. We immediately hove the anchor up and prepared for action, and an engagement ensued, that was kept up with great spirit for four hours. We were much hurt in our sails and rigging ; but finding us too strong for him, he took advantage of his superior sailing, and left us. We got our damages repaired, and from that time (December last) till the 4th of February, we remained undisturbed. On that day, however, the said privateer paid us another visit, accompanied by the *Hero* of London, a prize to her. Though these made two to one against us, I trusted to the strength of my metal, and to the courage of my crew ; and I am happy to say, that in the result I was not disappointed.

“ The firing began when we were within pistol-shot of each other, and was continued with destructive effect during the whole of the action ; they played upon us with grape-shot from their 24-pounders unmercifully, and would have swept away many of my brave crew, had they aimed more at the hull of the vessel ; but their fire was directed chiefly to our sails and rigging ; and I am sorry to say they were too successful

in injuring those materially ; indeed, they rendered the vessel almost unmanageable. We, however, paid them back in their own way, and succeeded in bringing down the privateers' top-masts and yards. They stood out for upwards of four hours, but finding us too many for them, they put up their helms and set off, leaving us the field, though the victory was dearly bought, the vessel having suffered great injury, and four of my seamen were dangerously wounded. Since I came here I am told the privateer had eighteen men killed, besides several wounded; which readily believe, as our fire was directed lower than theirs, and their decks were crowded with men. We got our damages repaired as well as we could, and pursued the objects of my voyage, pretty confident that we should meet no further interruption. In this, however, I was unhappily mistaken, for on the 20th of the same month I had a new and more powerful enemy to encounter. A large privateer, mounting twenty-two guns, and one hundred and seventy men, appeared in the offing; under an American flag. We soon saw he was an enemy, and found his neutral flag was intended to deceive us. We prepared to fight him at the same time that we endeavoured to avoid him; we perceived that he sailed well, and whenever I found that he gained on us, I gave orders to slacken sail, that we might the sooner bring on an action there was no avoiding.

“ About midnight we were nearly alongside of each other, and immediately exchanged broadsides; the action then went on, supported on both sides by an incessant and destructive fire. After fighting for nearly three hours, neither of us could gain any ascendancy, and the pause that ensued between then and day-light

was employed in repairing damages. At day-light, we renewed the action, and fought desperately; still, however, so equally we seemed matched, that neither could compel the other to yield, the daring attempts of the one being constantly defeated by the valour of the other. You will scarcely believe that we actually maintained this obstinate and long contest from Monday at midnight till Thursday at noon. The pauses that ensued between our numerous actions were employed by both in constantly preparing for a renewal of the combat, and no sooner had the one cleared away his wreck, than he again manœuvred, and renewed the work of destruction. At length my ammunition got low, and when we struck, there was not another shot in the locker. My crew were worn out by excessive fatigue, for none of us slept an hour during our extraordinary contest, and we had little time to spare for food. Besides the loss of my vessel, I have to lament the fall of Mr. Aldisson, my chief Mate, who was killed on the second day of the action; as well as this excellent young man, my boatswain, carpenter, gunner, and four valuable seamen were also killed in the course of the action, and myself and nine of the crew wounded.

“ When the flag that had, day after day, and night after night, bidden defiance to the enemy, was at length struck; the vessel was an entire wreck, and literally knocked to pieces, our main-top-mast and main-yard shot away, all our sails cut to rags, and not a single shroud left standing.

“ The privateer that took me was once the Vulture, Captain Christie, of London: and though exceedingly well-armed and manned, was given up to a brig of

three guns without firing a shot ; so that to this circumstance I may attribute my capture, and all that has followed."

We have thus recorded all the material naval events of the year 1809, up to the first day of November ; at which period the state of the British Navy was as follows :—

At sea, 92 sail of the line, 11 fifties and forty-fours, 111 frigates, 141 sloops and yachts, 4 bombs and fire-ships, 149 brigs, 47 cutters, 77 gun-vessels. &c.

Total, 682.

In commission, 879. Grand total, including those building and repairing, 1130 ships of war.

THE END.

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